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Men, Boats and Nets — Canadian seiners fishing salmon on the high seas off Vancouver Island.

A MILLER FREEMAN PUBLICATION

Head Office: San Francisco 11, California

FIBREBOARD PRODUCTS (EASTERN DIVISION) INC.
Philadelphia and Baltimore

PACIFIC FISHERMAN

Vol. 53 No. 4

MARCH, 1955

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A MILLER FREEMAN PUBLICATION

Opportunity for Bigness

—An Editorial—

● The 19 men invited by Secretary of the Interior McKay to act as an advisory committee from the fishing industry to counsel him with regard to projects to be undertaken with the funds provided by the Saltonstall Act, have a challenging task before them, and an opportunity for bigness.

With $3,000,000 annually available, there is no dearth of ideas as to how it might be spent.

But many of the ideas will be selfish.

Some will be silly.

Sectionalism will speak with a loud voice; and it would be too much to expect that politics will not be present.

The Saltonstall Act has already been in effect for three-quarters of a year, and projects have been approved before the problems attendant upon the advisory program could be worked out.

Among these early projects are some dictated by bureaucratic empire building. The industry advisory committee will have an opportunity to consider which, and to express itself.

● The committee is well chosen to represent the fishing industry. It has the opportunity to prove that industry as a whole has an objective view toward the great resources of the sea; that industry men can serve without putting self ahead of sense.

Present life of the Saltonstall Act is three years.

If at the end of that time Congress can look at the record and see that the money provided from the tariff on imports of fish products has been wisely spent, then extension of the act may be anticipated. On the other hand, if the record is redolent of selfishness and squandering, Agriculture will be quick to recover control of the Saltonstall funds.

Industry has a responsibility, which the advisory committee carries for it, an obligation to see that the record is one for pride, needing no apologies.

● Language of the act authorizes use of the Saltonstall funds for research and development in the fields of economics and marketing, biology and technology.

Thoughtfully appraised, the primary need of America's fisheries is for broader, deeper, more specific knowledge of the basic biologic facts upon which depend the fish we shall sell tomorrow.

As we wrote in this column last September: "What good are markets if we have no fish to sell?"

● In the first nine months of the Saltonstall fund's availability there has appeared to be a predilection for market "surveys" and economic studies—things of passing, limited and local value.

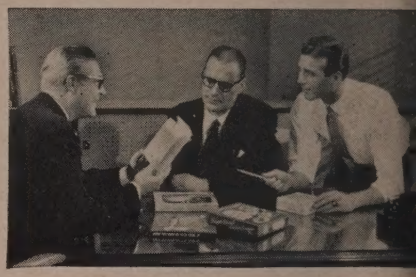
There are infinitely richer opportunities in the field of scientific research, where are hidden the basic, enduring, fundamental facts of the fisheries, upon which the future depends.

Perhaps the advisory committee in meeting its challenge for objective bigness will sense these opportunities in research and will recommend them to the Secretary.

● "What good are markets if we have no fish to sell?"

The Man from Marathon knows what sells frozen foods

What are the factors that influence shoppers to choose one package rather than another? The Man from Marathon finds the answers by checking shopper habits regularly at point of sale. He devotes 100% of his time to the frozen foods industry.



Backing him are the contributions Marathon artists, engineers, production a research men—Marathon's more than years' experience in food packaging.

He recommends the *right* packaging to spe production—no matter how you packag hand-fill, semi- or fully automatic.

Marathon helps ring up sales for you at t check-out counter by giving you packagi that cuts costs, personalizes your brand.

Ask the Man from Marathon for complete information and samples of the many cartons and overwraps available, or write Marathon Corporation, Dept. 620, Menasha, Wisconsin.

MARATHON PACKAGES

SELL BRANDS · PROTECT PRODUCTS · SPEED PRODUCTION

Overwraps for fish

Fish fillet cartons Kliklok cartons #5 style carton

Overwrap for shrimp

WHATEVER FROZEN FOODS YOU PACKAGE... SEE THE MAN FROM MARATHON!

Why fishermen use gill nets of Du Pont Nylon

ctically every fisherman on the Great es now uses gill nets of Du Pont ny- This is because nylon nets are light- ght, yet tough and durable . . . easy andle . . . easy to clean and main- . These nets eliminate the need for ng, thus can be fished continuously ick up less fish slime . . . are resistant ot, mildew and marine organisms. ishermen tell us they catch many e fish with gill nets of Du Pont nylon ause the nets hang better in the er. . . have sharper twines . . . are not clearly visible to fish. No wonder these fishermen report reduced operating costs and more profits!

You probably know, too, that Du Pont nylon is now being used more and more for lobster heading twine, cod ends, salmon netting, shrimp nets, trammel nets and purse seines of various types—showing how more and more fishermen prefer the long-run economy of Du Pont nylon.

See your supplier for Du Pont nylon in netting to meet your needs. And for free booklet on what the advantages of Du Pont nylon in netting mean to you, write to: Du Pont, N-4430, Wilmington 98, Delaware. (*Du Pont makes fibers, not twine or netting.*)

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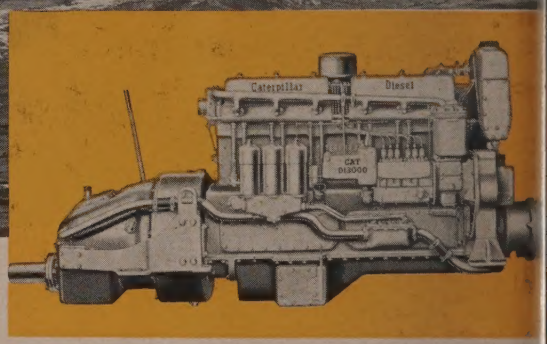
BETTER THINGS FOR BETTER LIVING
. . . THROUGH CHEMISTRY

netting of Du Pont **nylon**

No time out for tinkering on the "Sal C."



Jack Tarantino, of San Diego, California, knows he'll keep busy fishing when he's out in his boat *Sal C.* She's a 58-footer, with 17-foot beam, and draws 8½ feet with a full 35-ton load. Swinging her 42 x 34 inch three-blade propeller is a CAT* D13000 Marine Engine.

The *Sal C.* cruises some 450 miles north and 350 miles south of San Diego, catching blue fin and yellow fin tuna, albacore, skipjack and other varieties. And when she's out there, *all* her time is *fishing* time.

Says Mr. Tarantino: "I've owned this boat over four years and I don't think there's a smoother running engine than the D13000. I've never had any trouble with it out at sea. In 9000 hours it's had one set of pistons, rings and liners. I can always depend on its working."

Fishing profits and dependable power go together. You can't fish with your boat at the dock. Cat Diesels produce dependable power because of their modern heavy-duty design. And the horsepower of Caterpillar Diesels is *honest* horsepower, delivered to the propeller. These engines are rated for continuous 24-hour duty under heavy working conditions.

Your Caterpillar Dealer can supply Cat M Diesels in 11 sizes, up to 450 HP for contin non-stop duty. He backs up their long work with the best in dockside service and genuine See him today!

Caterpillar Tractor Co., San Leandro, C Peoria, Ill., U. S. A.

CATERPILLA

*Both Cat and Caterpillar are registered trademark

MODERN HEAVY-DUTY MARINE POWER

Look how far you can talk for $1.00

Rates for Pacific Telephone's ship-to-shore telephone service are very low. If, for instance, you are 150 miles west of the Farallons, you can talk to someone in San Francisco for three minutes for only $1.00, plus Federal Tax. And there is no monthly charge for service.

For more facts on ship-to-shore telephone service contact Pacific Telephone in your nearest large port city and ask for our free booklet, Ship Telephone Service.

Pacific Telephone

ONAN Electric Plants...

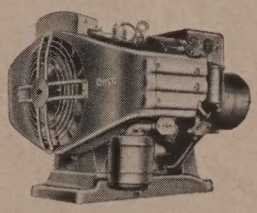
The "GOODWILL" is the 500th shrimp trawler built by Diesel Engine Sales Co. All 500 have Onan Electric Plants aboard.

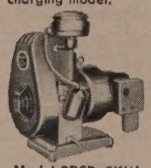
for dependable light and power!

There's an Onan electric plant or generator the right capacity and type for craft of every size and purpose . . . shrimpers, trawlers, tugs, workboats of all kinds. They speed work and save time by operating electrical equipment such as bilge pumps, compressors, radios, pressure water systems and floodlights. Smooth-running and dependable; compact and easy to install.

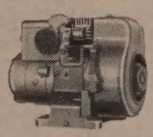
ONAN Air-cooled plants
Gasoline-powered—400 to 10,000 watts A.C. Battery charging and dual-purpose models.
Diesel-powered—5,000 watts A.C. (shown at right), 3,000-watt A.C. and 3,000-watt, 32-volt battery charger.

ONAN Water-cooled plants
Gasoline-powered—400 to 3,000 watts. A.C., battery charging and dual-purpose models. Diesel-powered—3,000 watts A.C. and dual-purpose A.C.-battery-charging model.

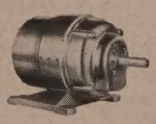




Model 3DSP, 3KW
Diesel-powered



Model 06AH, 600 watts
Gasoline-powered



Separate Generators
1½ to 35 KW

Write for Folder of all Marine plants

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3655 University Ave. S. E., Minneapolis 14, Minnesota

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DIESEL
MARINE ENGINES
only at
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FOR FISH PROCESSING EQUIPMENT

IT'S STANDARD *all over the world*

STANDARD fish processing plants are making profits for their owners in all parts of the world. Fish Meal and Oil Plants, Fish Canneries, Component Parts. Inquiries welcomed.

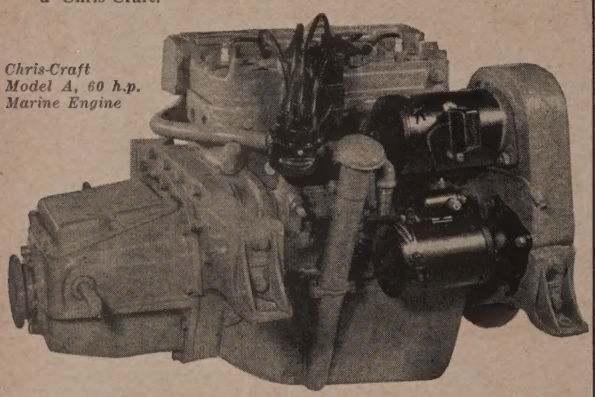
STANDARD STEEL CORPORATION

Gorgeous George during fogging operation.

"As the best buy in marine power, we chose a CHRIS-CRAFT MARINE ENGINE!"

George A. Gieseke — Hollywood, Florida's city engineer — reports: "Value and utility were big factors in building and powering our new 26-ft. Hollywood Harbor Patrol boat, *Gorgeous George*. We chose a Model A, 60 h.p. Chris-Craft Marine Engine for power. It has proved fast enough to enforce canal speed limits; has the power to tow disabled cruisers, and, above all, it's dependable — important for rescue work, insect control and reconnaissance in the undeveloped lowlands, and for general harbor patrol. I'm convinced that we couldn't have picked a better marine engine than a Chris-Craft."

Chris-Craft Model A, 60 h.p. Marine Engine



You, too, will find that horsepower for horsepower you can't buy a better marine engine than a Chris-Craft—for smooth, dependable performance, *years* of hard use at low upkeep. *Records prove it!*

Chris-Craft Marine Engines are priced from $642, f.o.b. Algonac, Mich. (subject to change). Available in a wide power range, 60 through 190 h.p., with reduction drives, opposite rotation and *Chris-O-Matic* for most models. See your Chris-Craft Dealer, or mail coupon for catalog *today!*

Chris-Craft

MARINE ENGINE DIVISION

CHRIS-CRAFT CORPORATION, ALGONAC, MICH.

WORLD'S LARGEST BUILDERS OF MOTOR BOATS

CHRIS-CRAFT CORPORATION, Algonac, Michigan

Send Chris-Craft Marine Engine Catalog to:

Name_____

Address_____

City_____ Zone_____

County_____ State_____

CABRILLO

LENGTH: 127′ **BEAM:** 30′6″

OWNED BY: *Joseph Soares*

DESIGNED BY: *W. H. Calkins, N. A.*

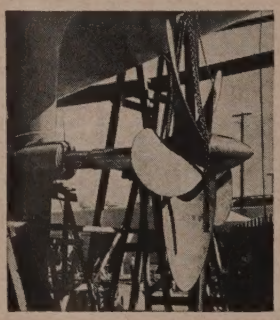
BUILT BY: *National Steel and Shipbuilding Corp., San Diego, Cal.*

POWER: *950 hp. Enterprise Diesel*

SHAFT: *6½″ by 16′ 8½″ Monel*

Now, another great Monel-Shafted Clipper

joins the world's finest fishing fleet



She's the West Coast's new big tuna clipper . . . the sleek *Cabrillo,* out of San Diego.

She's built entirely of welded steel. And she has a rugged Monel shaft, like so many fishing vessels today . . . both large and small.

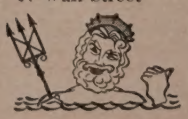
That's because Monel shafts are highly resistant to salt water corrosion. And because Monel is superior for strength, toughness, stiffness, and hardness, compared to *bronze or A.B.S. "Grade 2" carbon steel propeller shafts.*

You can't beat Monel shafts. They're longer-lasting and economical to install. Ask your boatyard to quote on *Seagoin' Monel* next time *you* need a shaft.

THE INTERNATIONAL NICKEL COMPANY, INC.

67 Wall Street New York 5, N. Y.

INCO TRADE MARK **Nickel Alloys**



Monel *"... It's the Seagoin' metal"*

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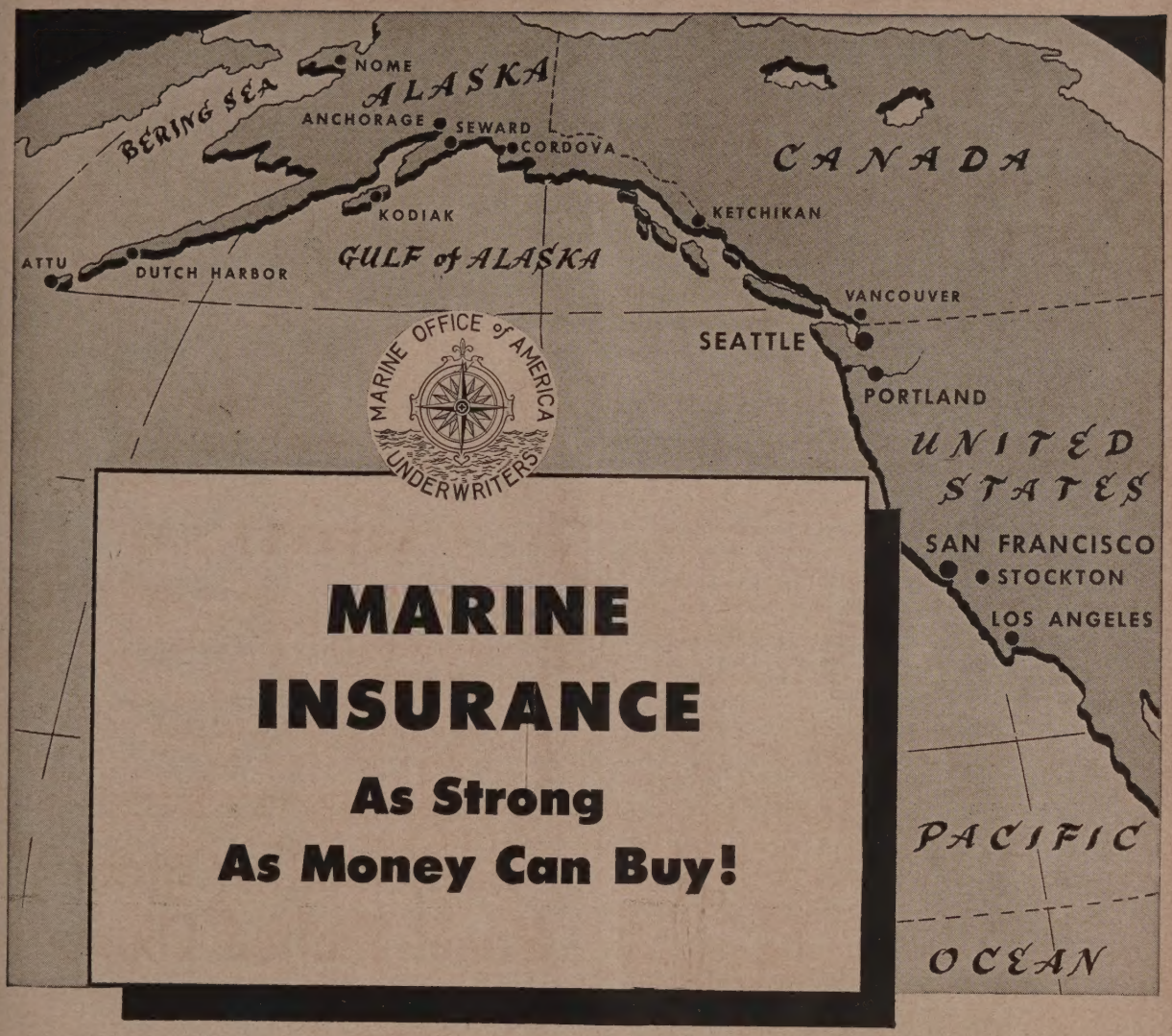

MARINE INSURANCE

As Strong As Money Can Buy!

THE Marine Office of America, in good times or bad, provides sound, unquestioned, dependable Marine Insurance protection for the Salmon Industry and the West Coast Fisheries.

SOUND—because every Marine Office policy is backed by the security and strength of the seven outstanding companies listed below.

UNQUESTIONED—because of its long and distinguished record of prompt settlement of all just claims in all parts of the world.

DEPENDABLE—because of its know-how gained through decades of specialized experience in handling all classes of Marine Insurance.

This is your guarantee of sound protection—*as strong as money can buy.*

SEE YOUR LOCAL AGENT OR BROKER!

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Pacific Department:
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530 West Sixth Street—Los Angeles 14, California
411 Yeon Building—Portland 4, Oregon
22 North San Joaquin—Stockton 5, California

Composed of the Following Companies:

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Fidelity-Phenix Fire Insurance Company • Firemen's Insurance Company • Glens Falls Insurance Company
The Hanover Fire Insurance Company

OFFICES THROUGHOUT THE UNITED STATES—CLAIMS AND SETTLING AGENTS THROUGHOUT THE WORLD

Here's the second big ad of '5

On the facing page, you see a black and white reproduction of an ad called Pacific Coast Chowder Supper. In the March 14 issue of *Life* and the April *McCall's*, your customers will see Pacific Coast Chowder Supper in delicious full-color and on two pages. It's the second in Canco's booming 1955 advertising campaign.

Pacific Coast Chowder Supper will pique the appetites of a potential audience of 37,000,000. Tempting recipes will show how to prepare the featured dishes employing a variety of canned foods.

Canco aims these ads directly at your ultimate customer . . . the busy homemaker. In them, she sees appetizing, intriguing meals at low cost. And with these meals in mind she goes to the store to shop for *your* canned foods and beverages.

Cash in! Make sure that your retail outlets spotlight your brands for these meals; price them attractively, and display them prominently.

So with Pacific Coast Chowder Supper, Canco continues a truly spectacular campaign . . . actually creating a buying urge . . . and helping build the prestige of all canned foods and beverages. The profits are yours . . . if you take advantage!

FREE!

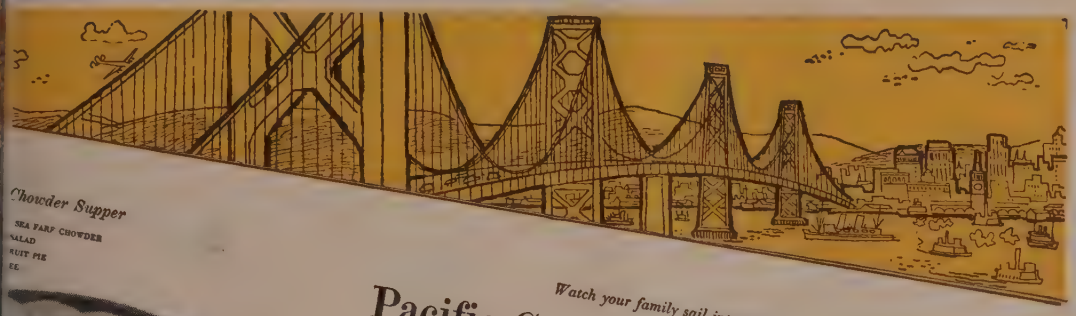
Mats or photographs for newspaper advertising . . .

To help YOU get YOUR brand featured in food retailers' newspaper ads, Canco has mats for the main illustration of this Pacific Coast Chowder Supper ad (2 col. 65 screen) for any tie-in program you may work out with your retailers. A mat or photograph will be sent FREE direct to any retailer planning such a promotion. Requests should be addressed to: American Can Company, Sales Promotion Division, 100 Park Avenue, New York 17, N.Y.

Go first to the people who are first!

CANCO AMERICAN CAN COMPANY New York, Chicago, San Francisco; Hamilton

om Canco to your customers!



Chowder Supper

SEA FARE CHOWDER
SALAD
RUIT PIE
EE

Watch your family sail into this

Pacific Coast Chowder Supper

It's a breeze to fix—with today's most-delicious-ever canned foods!

You'd expect the people who live along the shores of one of the world's greatest oceans to be lovers of sea food—and experts at preparing it.

Pacific Coasters live up to expectations! And no matter where you live . . . even if it's hundreds of miles from any coast . . . you can share their fresh-from-the-ocean catches and their "catchy" way of cooking.

For all the major foods in this typical West Coast-style supper are available at your grocery in Canco cans . . . the cans made by American Can Company.

For an appetite-piquing starter—try this clam creation. No cleaning or steaming—when you "dig" the clams from cans. Yet they have real oceany flavor.

CLAMS CATALINA

Combine 1 can (7 or 10½ oz.) minced or whole clams (or oysters), well drained; 3 anchovy fillets, chopped; 3 tablespoons chopped green pepper; and 1 pimiento, chopped. Spoon into 4 sea food shells. Top each with ½ strip bacon, if desired; broil under medium heat 3 minutes, or until bacon is crisp.

Now, for the main course, a steaming tureen of chowder—so whiffing-good, so *eating*-good that it's practically guaranteed to turn even a non-fish-fan into an enthusiastic chowder hound.

SEA FARE CHOWDER

1 can condensed cream of tomato soup
1 can condensed cream of mushroom soup
1½ cups milk
1 can (1 lb. 4 oz.) white potatoes, drained and cut in quarters
1 can (8 oz; 1 cup) peas, drained
1 can (7-8 oz.) tuna or salmon, drained and flaked
1 can (6½ oz.) crab meat, drained and flaked
2 tablespoons grated onion
1 cup (½ pt.) light cream

Blend tomato soup, mushroom soup and milk. Add potatoes, peas, tuna (or salmon), crab meat and onion; heat thoroughly. Just before serving, add cream; heat well, but do not boil.

No "Far West" meal is complete without salad. It is often served as a separate course before the entree. Whether you adopt the custom—or bring it on with the chowder—here's a deliciously *different* recipe.

The canned green beans (whole, cut or French style) save time—and give you more vitamins than you often get in fresh-shipped varieties, because they're picked at prime, processed *immediately*.

PATIO SALAD

Combine ¼ cup wine vinegar, ½ cup salad or olive oil, 1¼ teaspoons salt, ½ teaspoon paprika and 1 clove garlic; pour over 1 can (1 lb.) green beans, drained; cover; chill. To serve, remove garlic; drain beans, reserving dressing. Toss 3 cups shredded cabbage with part of reserved dressing. (Save remainder for another salad.) Arrange beans and cabbage on plates; garnish with ripe olives.

For dessert—try this superb chiffon pie laced with the whole *variety* of fruits that come all prepared, ready to use, in canned fruit cocktail. You can make it in the morning—or even the day before.

GOLDEN FRUIT PIE

1 envelope unflavored gelatin
½ cup cold water
1 can (1 lb.) fruit cocktail
¼ cup sugar
1 can (6 oz.) frozen orange juice concentrate, (or orange beverage concentrate) undiluted
3 egg whites
1 baked 9-inch pastry shell
Toasted slivered almonds

Sprinkle gelatin over cold water; let stand 5 minutes. Drain fruit cocktail, reserving syrup. Measure ¾ cup syrup, adding water if necessary; bring to boil. Pour over gelatin; add sugar, stir until gelatin and sugar are dissolved. Blend in orange juice or beverage concentrate; chill until thick and syrupy. Beat egg whites until stiff but not dry, using hand or electric beater; beat in gelatin mixture thoroughly; chill until almost firm. Fold in drained fruit; turn into cooled pastry shell; chill until firm. Garnish with almonds.

Note: Whenever you do not use a full can of food, cover and keep the remainder in the refrigerator *right in the can*. It's safe—and it's sensible!

SPECIALLY GOOD COFFEE

Make it by your favorite method—but make it specially good, by using vacuum-packed coffee in cans.

The key to good coffee is the key that comes with vacuum pack cans. If coffee is exposed to air, it loses roaster-fresh aroma and flavor. American Can scientists invented the familiar "squat" can with the easy-to-open "per" opening and replaceable lid that makes it possible for you to buy really *fresh*, vacuum-packed coffee.

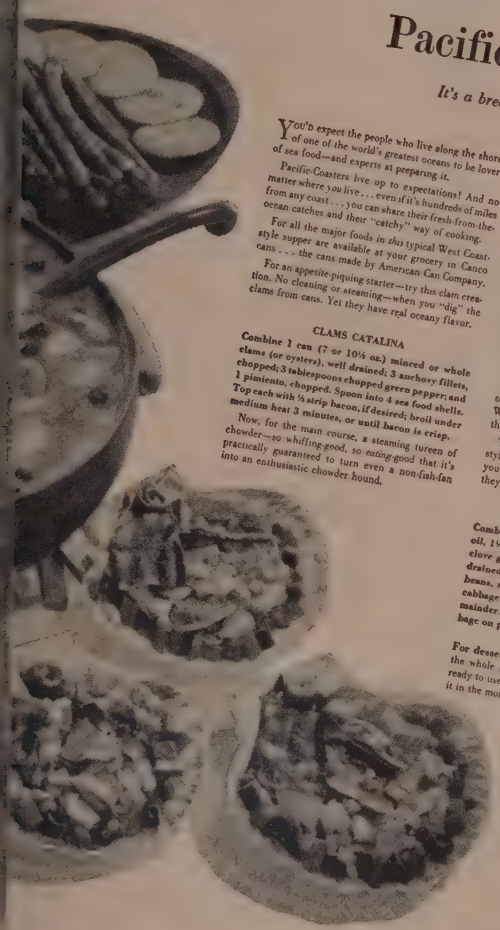
For greatest convenience, get your cream—and milk—in Canco's disposable paper container with the flat top that opens and closes so easily.

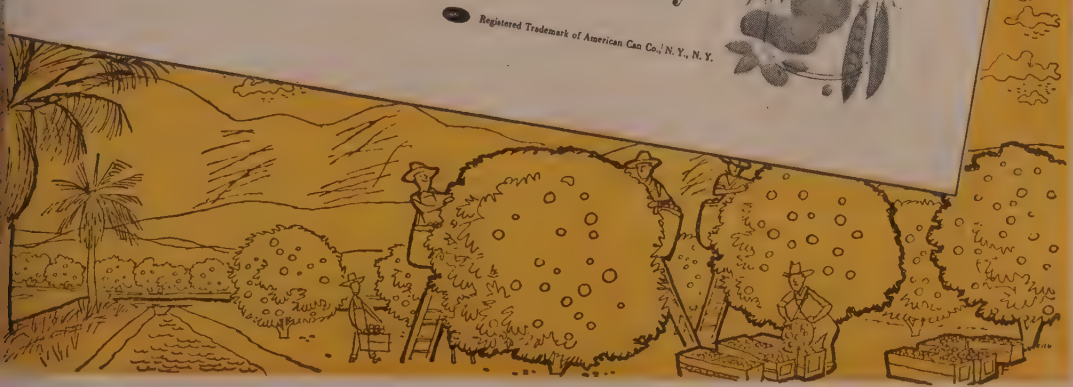
These recipes serve 4. You may use can weights that vary slightly from those given here. Recipes were developed in Test Kitchens of American Can Co.

If it comes in a Canco can—it comes to you at its best!

American Can Company

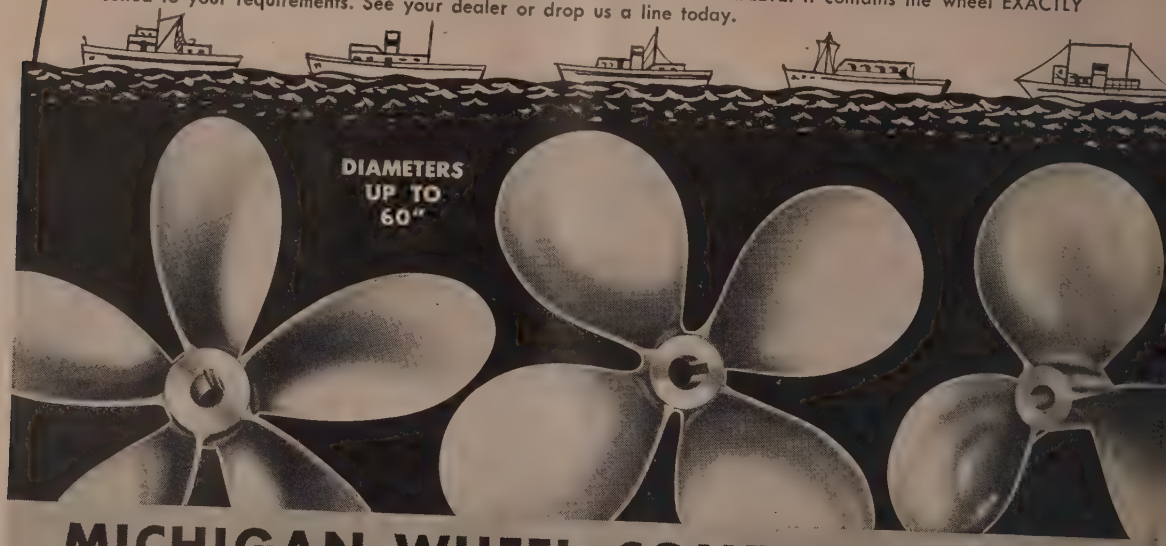
Registered Trademark of American Can Co., N. Y., N. Y.



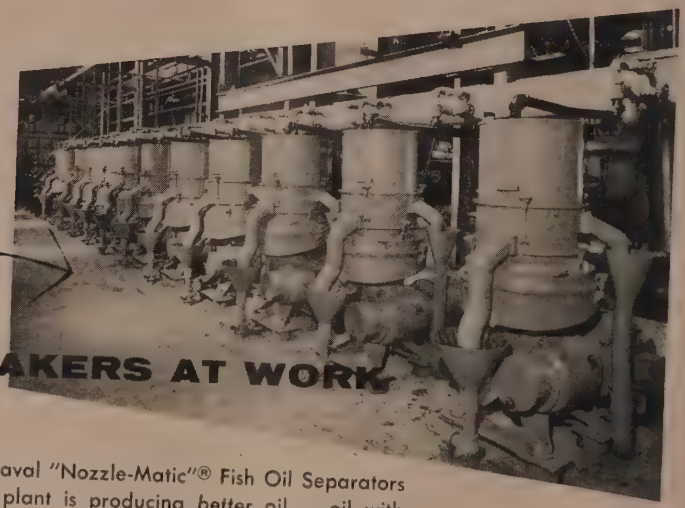


HERE'S THE WAY TO GET THE MOST FOR YOUR PROPELLER DOLLARS

It's as simple as this: Ask your Michigan Wheel Dealer or write to us for a Propeller Analysis Form and let our engineers, entirely without obligation on your part, expertly recommend the propeller that's best suited to your particular craft and power plant. It pays in many ways: More speed, less fuel, elimination of the vibration that ruins hulls and fittings, and the far longer service that MICHIGAN'S famous "MICHALLOY-K" metal provides. The MICHIGAN line is COMPLETE. It contains the wheel EXACTLY suited to your requirements. See your dealer or drop us a line today.



MICHIGAN WHEEL COMPANY GRAND RAPIDS 3, MICHIGAN



11 MONEY-MAKERS AT WORK

This battery of De Laval "Nozzle-Matic"® Fish Oil Separators in a large Eastern plant is producing *better* oil . . . oil with lighter color and lower FFA content. It is producing *more* oil. It operates for days at a time without shut-down for bowl cleaning . . . and at constant efficiency throughout the run.

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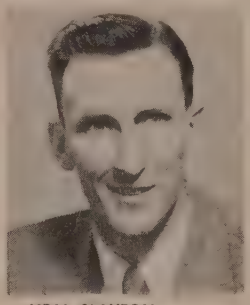

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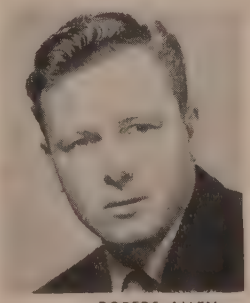

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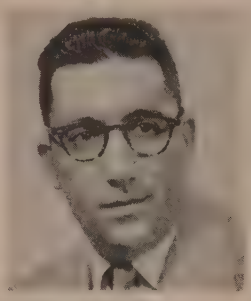

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PACIFIC FISHERMAN MARCH 1955

Cook Inlet Competitors Seek to Prevent Chaos By Amending White Act

Sensing the seriousness of the situation developing on Cook Inlet—and to an almost equal extent on Bristol Bay—bitterly competitive elements in the salmon industry joined forces late in the winter to pull the fuse of a bomb which threatened to blast them all.

They sought to do this by pushing through a minor amendment of the White Act to except set nets, stake nets or anchored gillnets from the 1,800 yards lateral spacing requirement which the law establishes for fixed gear.

Going along with this amendment to the White Act, emergency passage for which would require virtually unanimous backing of the industry —plus the support of the Fish and Wildlife Service and the Secretary of the Interior, was proposal for a regulation designed to clear the way for the orderly operation of set nets and traps on Cook Inlet by specifying a separate and specific area for the operation of each trap, and also reserving specific areas for set net fishing.

● *UNITED FRONT*—The program by which it seemed possible to prevent the chaotic condition threatening on Cook Inlet and Bristol Bay was evolved after long and serious study between the several elements of the industry, with the Fish and Wildlife Service listening-in.

The program finally received tacit acceptance of the Service, providing elements of the industry resident in Alaska would also go along without serious disagreement.

A series of meetings were then held in January on Cook Inlet with Seton Thompson, chief of the Alaska branch of the Service presiding. These meetings afforded opportunity for full discussion and understanding of the program, and out of them came a unanimity of opinion hitherto unheard of in Alaska fishery matters involving such divergent and competitive interests as gillnetters and setnetters and salmon trappers.

At presstime the White Act amendment bills were still in Congress and making encouraging progress, with good prospect of passage.

● *STATUS QUO SOUGHT*—If the amendment receives approval, the Fish and Wildlife Service has given specific notice that there will be no change in 1955 in the regulations in effect in 1954 with respect to distances between set nets.

On the other hand, the only alternative to amendment of the White Act is a new set of regulations for set net spacing which would eliminate two out of every three set nets on Cook Inlet and three out of every four on Bristol Bay.

Such reduction would be required as result of Federal court decision in 1954 which declared that set nets are fixed gear within the meaning of the White Act and subject to the 1,800′ spacing requirement which that act provides for fixed gear.

In its release accompanying the new regulations, the Fish and Wildlife Service said plainly that, as it was a smaller Red run in 1955, some reduction in number of fishing days might be necessary if amendment of the White Act continues the present intensity of set net operations.

Sponsorship of the program for curing the situation on Cook Inlet included: Alaska Salmon Industry, Inc.; Cook Inlet Branch, Alaska Fishermen's Union; Alaska Shell Fish, Inc.; Kenai Packers; Emard Packing Co.; Seldovia Bay Packing Co.; Libby, McNeill & Libby; Alaska Year Round Canneries Co.; Cook Inlet Packing Co.; Fidalgo Island Packing Co.; Snug Harbor Packing Co.; Pacific American Fisheries, Inc.

● *CONFLICT-KILLER*—The regulation proposed to eliminate the conflict between traps and set nets on Cook Inlet calls for language something like this:

"The distance by most direct water measurement from any part of one gill net or seine to any part of another gill net, seine or trap shall be not less than 600′. Trap leads shall be located in conformity with permits issued by the Department of the Army. Set nets shall be located so as to maintain a minimum distance of 600′ between set nets, either when in a straight line or when bowed by the tide, and traps, including leads, pots and jiggers."

The program for establishing separate zones for traps and set nets would do this by permitting trap fishing only in specific and carefully described locations, within which no other form of fishing would be permitted.

Equally, areas open to set netting—and to set netting only—would be spelled-out in the regulations.

● *WHAT ALTERNATIVE?*—Only alternative to enactment of such a program seemed to be virtual chaos.

Captains of "Cape George II" and "Marion Crouse" report:

"Atlas engines have not caused loss of 5 minutes fishing time in 5 years . . . all major original parts still good"

These outstanding engine performance records are the reasons why the "Cape George II" and "Marion Crouse" both average a profitable 11 months of the year on the rough North Atlantic.

In a five year period, both draggers, fishing out of Lunenburg, Nova Scotia, have made 350 trips to sea without having an engine failure. They've been at the repair dock only for regular annual inspections—when just a few piston rings and gaskets were replaced in their 400 h.p. Atlas Diesels.

It's easy to understand why Captains Harry Demone and Walter Crouse, owners and skippers of the "Cape George II" and "Marion Crouse," respectively, sum it up this way: "If you want to catch fish at a profit, power your boat with an Atlas." The 3½ million pounds of fish each dragger nets yearly are ample proof!

Like these Captains, Atlas and Superior owners everywhere rely on the same kind of dependable, low-cost power to build their fishing profits. Even under adverse conditions, these sturdy engines establish records for long, trouble-free operation. Why not visit or call the nearest office listed below and get further proof of this now?

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conflict for set net locations with out of three eliminated would be ame of "musical chairs" on an ·ic scale; and the pressure to set by squeezing traps out would itably produce reactions some- t less than cordial.

)n Bristol Bay, with a large part the resident population dependent set nets for livelihood, and more ; to be forced out, the situation nout White Act amendment would grim indeed.

CHANGES ARE FEW—The ska Regulations for 1955 make a nimum of changes, and few indeed m what the Service announced last as its proposals.

One of the points brought under from the industry was for an en- ged area closed to all fishing be- en the Egegik and the Naknek- ichak districts of Bristol Bay. The lustry wanted this area largely re- ced, on the grounds that due to mixing of the races there closure of the area would not satisfactorily protect the escapement of any race.

The regulations as finally uttered provide some reduction in the size of this area, but generally shift it toward Egegik, which is regarded unfavorably by the fishermen of that area, while applauded by those working the Naknek-Kvichak sector.

Despite the bitter attack made upon it at the Seattle hearings last fall, the proposal to have a 72-hour continuous weekly closed season prior to July 5 in the Alaska Peninsular area won a place in the official regulations. This is in line with the growing feeling that extended continuous closures are necessary to move fish through waters of intense fishery.

● *CRABBING CURTAILED*—Five months closed season was slapped on Cook Inlet King crab fishing, which will be closed from Jan. 1 through May. Announcement is made also that closure of King crab fishing during the moulting period will be invoked in the Kodiak district when field observation shows a considerable number of crabs in the soft-shell stage.

King crab fishing in Kachemak and Kamishak Bays of Cook Inlet is limited to pots only; and it is provided that no individual or boat shall operate more than 15 pots.

Dungeness crab fishing in the Prince William Sound and Copper River areas is also brought under some new regulations. A closed season is provided from June 1 through August.

No boat shall operate or assist in operating more than 125 crab pots. And crab pots must be equipped with an escape hole large enough to permit escape of females and small male crabs.

● *HERRING QUOTA UP*—With biological data indicating a relatively strong incoming year class of herring in the Southeast Alaska area, the regulations for 1955 provide a doubling of the quota to 100,000 bbls., with the provision that not to exceed 50,000 bbls. may be taken prior to July 20; and that not more than 50,000 bbls. may be taken off the west coasts of Baranof and Chichagof Islands between Cape Edgecumb and Cape Bingham.

5 Speak for Pacific On Saltonstall Fund Work

The Pacific fishing industry is given c representatives on the 19-man sheries Advisory Committee an- nounced by Secretary of the Interior cKay to advise him on allocation funds to be made under the Salton- all Bill, which makes available ap- roximately $3,000,000 annually for ree years to be used in biological nd economic research and develop- ent.

Pacific members are: *Donald P. oker,* vice president of Star-Kist oods, Inc., and president of the Cali- rnia Fish Canners Association; *Arthur H. Mendonca,* president, F. . Booth Co., San Francisco; *Thomas F. Sandoz,* president, Col- mbia River Packers Association, nc.; *Mark L. Edmunds,* independent sherman, Garibaldi, Ore.; *Lawrence Calvert,* president, San uan Fishing & Packing Co., Seattle; *J. W. Mendenhall,* manager, Ketch- kan Cold Storage, Ketchikan, Alaska.

The Saltonstall bill makes available o the Secretary of the Interior 30% f the gross receipts from customs uties collected on imported fisheries roducts. Expenditures from the fund ay not exceed $3,000,000 in any iscal year, nor shall the total balance n the fund at the end of the year xceed $5,000,000.

When the committee was appointed in February the fiscal year's receipts by the fund had amounted to $2,204,-500.

The appointment of the advisory committee is authorized in the law, but the actual allocations from the fund are made by direction of the Secretary of the Interior, who is not necessarily bound by recommendations of the committee.

Membership of the committee gives seven representatives to the Atlantic states: *Moses Pike,* Maine; *James S. Carlson,* Massachusetts; *J. Richards Nelson,* Connecticut; *David Hart,* New Jersey; *Harold R. Bassett,* Maryland; *George R. Wallace,* North Carolina; *Harry F. Sahlman,* Florida.

Four memberships go to the Gulf of Mexico coast: *Leo S. Kenny,* Florida; *Alphonse J. Wegman,* Alabama; *Lawrence W. Strassburger,* Louisiana; and *Earl Buist Webster,* Texas.

Lake states have two representatives: *Emmett Concannon,* Illinois, president of the National Fisheries Institute; and *Arthur Sivertson,* Minnesota.

Whether the committee will be organized and function as a body of the whole or on a regional basis has not been indicated. It is obvious that either approach includes difficulties.

Japan's Canned Saury Pack Reaches 770,000 Cases

With production for the present season regarded as virtually over, recent reports on the pack of canned saury in Japan put production at 770,500 cases, against a target of 800,000 cases. (*Pacific Fisherman's* correspondent does not specify the size of cases, but it is assumed these are on the basis of 48 lbs.)

Pack figures given are for the export item only, tomato sauce and brine styles, and do not include the soy-cooked domestic item.

Of the new saury pack, 563,600 cases had been shipped to markets in Asia and Africa to Jan. 20, 1955.

Canning of sauries is a new industry, begun in 1951 when sardines became scarce.

Ripley to Brazil

William E. Ripley, assistant chief of the California Department of Fish and Game's marine fisheries branch, Terminal Island, has been given a year's leave of absence to act as Marine fisheries adviser to the Brazilian government.

California Tuna Operations—January, 1955

(Approximate figures for tonnage by species and total case pack)

San Diego		San Pedro		Combined
Species	Tons	Species	Tons	Tons
Yellowfin	1,169	Yellowfin	1,951	3,120
Skipjack	2,743	Skipjack	2,892	5,645
Bluefin	....	Bluefin	203	203
Albacore	325	Albacore	1,532	1,867
Bonito	4	Bonito	10	14
Yellowtail	21	Yellowtail	....	21
Total	4,262	Total	6,588	10,860
Pack in cases	190,037	Pack in cases	315,647	505,684

Tuna Boat Owners May Purchase Cannery For Co-Operative Packing

● A rumor for some months on San Diego's "tunafront" went out of the rumor stage in February with announcement by the American Tunaboat Association of intentions of its boat owning members to purchase a San Diego tuna cannery to can the production of its member boats.

The association, which is a cooperative of about 120 members, is negotiating for the purchase of the former West Coast Packing Co. plant, now owned by Van Camp Sea Food Co. At present, the structure contains no packing machinery.

Dr. W. M. Chapman, research director for the association, said "Our cannery would help keep the fleet moving. It would take fish at times when the other plants here quit buying because of high inventories and other reasons which force our fleet to spend weeks at docks when they could be employed at sea."

Dr. Chapman further stated that the association planned to raise one million dollars to finance the cannery cooperative. He said Harold Cary, general manager of the association, was in Washington, D. C., at the time trying to secure a government loan, as well as represent the association interest at tariff hearings.

There was some talk on the waterfront that the High Seas plant of the Star-Kist Foods, Inc., at San Diego, might be purchased. This cannery is fully equipped with modern tuna packing machinery.

The association was engaged at press time in signing sponsors for the project. Each member boat was being asked to invest on the basis of tonnage. It sought to have 100 clippers participate.

● *STORED STOCK UP* — It was estimated that there were about 10,000 tons of tuna held at dock in clippers of the fleet, including the heavy tonnage of the *Explorer* and that of the *Spicewood,* freezership.

It can be presumed that the proposed cannery cooperative would process all or part of this fish which at present the canneries cannot take at the old price, and because of a heavy inventory carry-over of canned tuna from 1954. Many of the fleet are now at sea, fishing without a negotiated price; and their potentia production also must find a buyer No canner in San Diego or San Pedr at time of writing had indicated desire to buy this tuna at the pric which boat owners are asking.

In the meantime, Van Camp Se Food Co., Terminal Island, was th only major cannery to be packin tuna produced by the domestic flee but this was the tail-end of the can nery's 1954 quota and it was expecte that buying under the 1954 contrac would end with the unloading of th *Frances Marie* in early February.

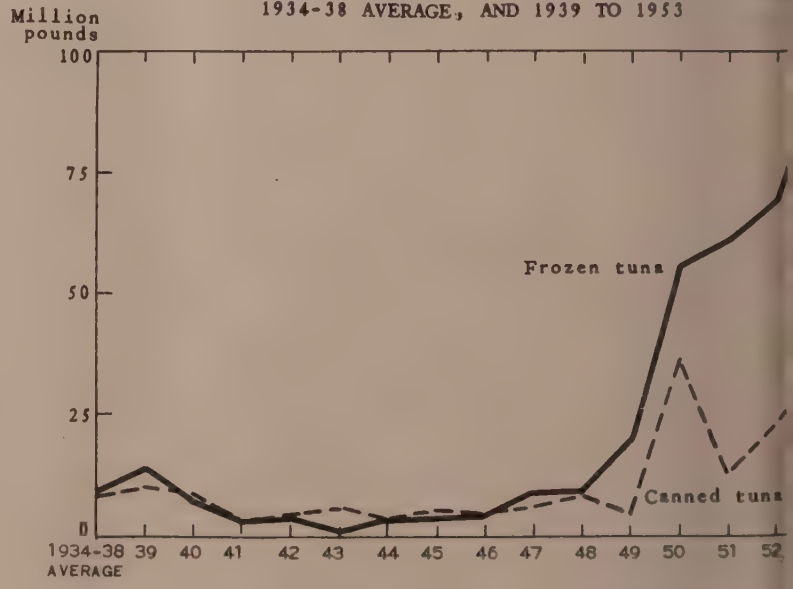
Star-Kist Foods, Inc., was takin no tuna from any local boats as o early February; nor was Westgate California Tuna Packing Co. nor Cali fornia Marine Curing & Packing Co. nor to any extent was Pan Pacifi Fisheries, Terminal Island.

Imports of frozen tuna continue from Japan to California. From Janu ary 1 through 31, San Pedro and Sa Diego ports received an estimate 2,209 tons of frozen tuna, equivalent roughly, to the production of 22 loca bait boats, based on a 200-ton averag tonnage per boat.

● *IMPORTS HIGH*—The America Tunaboat Association in its repor issued January 1, 1955, states that th imports of frozen tuna from Japa amounted for the first 10 months t 89,901,000 pounds, as compared t 2,392,000 pounds in 1948. It must b emphasized that not all this tuna wa processed by California canneries.

Coincidental with the report on th increase of frozen tuna from Japan the Association emphasizes that ther has been a decline in the domesti production of tuna.

UNITED STATES IMPORTS OF FROZEN AND CANNED TUNA, 1934-38 AVERAGE, AND 1939 TO 1953



Charles R. Carry, new executive director of the California Fish Canners Association, was honored recently by the C.F.C.A. at a party at its headquarters on Terminal Island. Here are 10 of many present: Mr. Carry himself at the left of the top row, with **Charles Wilson,** Los Angeles legislator; then **B. J. Caughlin,** manager, Los Angeles Harbor Department; **Roy Beaton,** retiring manager of the C.F.C.A.; and **Donald P. Loker,** president of the association and vice president of Star-Kist Foods, Inc.

Herbert C. Davis of the C.F.C.A. staff is at the left of the lower row; then **Dr. Frances Clark,** supervisor of the California fisheries laboratory at Terminal Island; **Edwin R. Morris, director,** Tuna Research Foundation; **Theo. R. Sills,** C.F.C.A. public relations counsel; and **J. P. Morgan,** Continental Can Co.

New Sardine Spawning 30 Times As Great as in Previous Season

• Approximately 65,000 tons of sardines were taken in Southern California waters in the 1954-55 season; over 20 times as many as in the 1953-54 season. Widespread and abundant sardine spawning off southern California in the spring of 1954 heralded this return; more than 30 times as many eggs were spawned in 1954 than in the same area in 1953. This is according to data prepared by the U. S. Fish and Wildlife Service.

The egg and larvae surveys provide a preliminary estimate of 115,000 billion eggs spawned off southern California in 1954. This number of eggs indicates that approximately 2.3 billion, or 230,000 tons of, sardines spawned in this area.

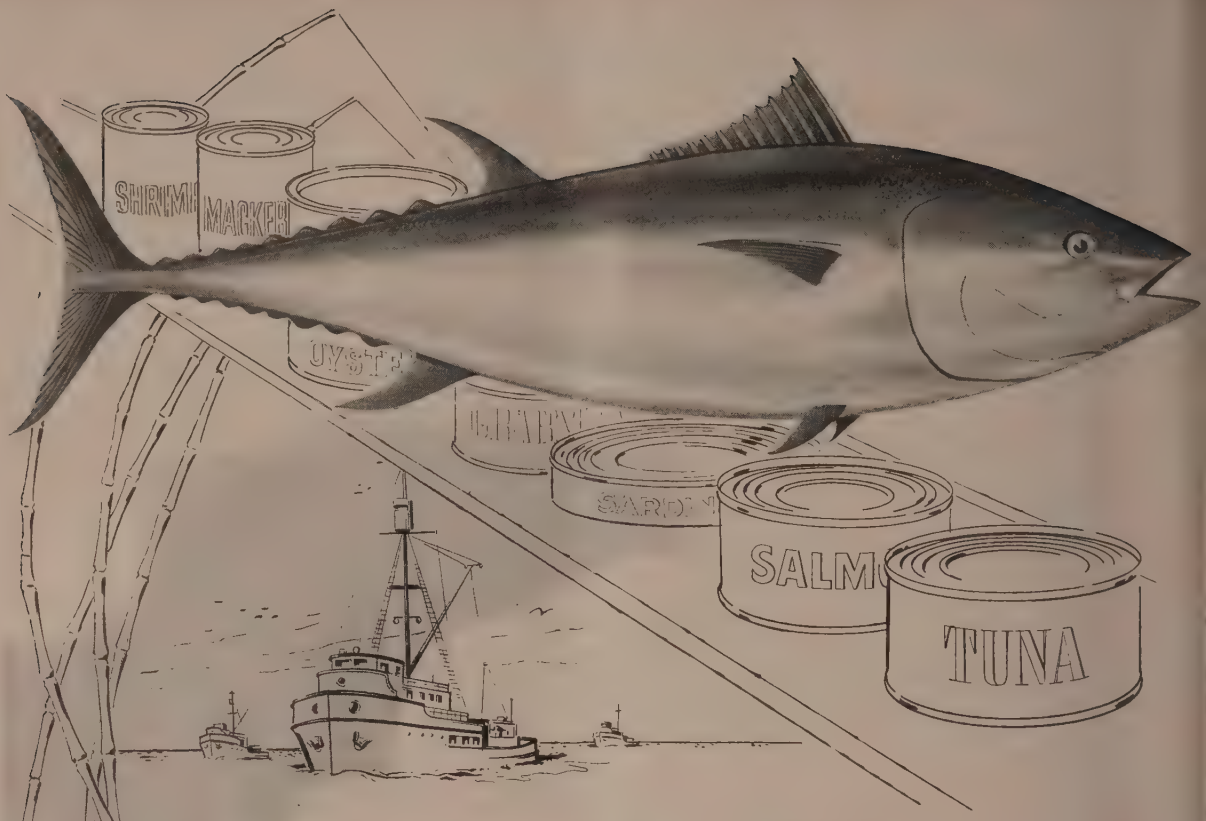
The southern California area is one of two main sardine spawning centers; the other center lies off central Lower California. Estimates of the numbers of eggs spawned in this southern center in 1954 are not complete; however, spawning was as great as, or greater than, in 1953, when approximately 8.8 billion sardines spawned.

The sardine reappearance off southern California in 1954 was associated with an earlier warming of these waters than in 1952 and 1953. Whether a cause and effect relationship exists is unknown, but the occurrence of such contrasting conditions in 1953 and 1954 affords opportunity to test many hypotheses advanced about sardine movements.

That sardines move north from Mexican waters to make major contributions to the California fishery has long been known. Therefore, the increased abundance of sardines in 1954 is not new but is the resumption of a pattern that had been interrupted for at least two years. "Probably the most important single bit of information to be found in the 1954 observations is that *sardine spawning off southern California does not depend on local fish but can result from fish moving in from the south,*" says Howard H. Eckles, F.A.W.S. marine biologist.

The location and numbers of sardine eggs spawned in the spring and summer of 1955 will be observed from month to month in an effort to predict the location and numbers of fish during the fall and winter.

Other participants in the California Cooperative Oceanic Fisheries Investigations are Scripps Institution of Oceanography of the University of California, Bureau of Marine Fisheries of the California Department of Fish and Game, Hopkins Marine Station of Stanford University, and California Academy of Sciences. The Marine Research Committee is coordinating the research.



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PACIFIC Fisherman's NEWS

MARCH
1955

Held-in-Vessel Tuna Stocks Keep Piling Up at San Diego

Joseph Penacho, newly elected president of the American Tunaboat Association, is managing owner of the **Leona C.**

• As the American Tunaboat Association explored the possibility of a cooperative cannery for use by its member boats in San Diego, tuna tonnage continued to pile up in boats returning from southern waters. Estimates of fish on hand ranged from 7,500 tons to 10,000.

Explorer, with 600 tons, had been waiting to unload since November 29. The week of January 23-31 saw eight bait boats arrive in port at San Pedro, two at San Diego. The previous week brought two clippers to San Diego, four to San Pedro. During the week of January 9-15 seven bait boats entered customs in San Diego, and four in San Pedro. From January 2 through January 8, five bait boats returned to San Diego, three to San Pedro.

The Cannery Workers and Fishermen's Union, AFL, San Diego, has gone on record that cannery workers will not work frozen imported tuna that is not unloaded "in turn" with the tonnage from the local fleet.

The American Tunaboat Association in its report of January 1 states: "There has been a decline in profits from boat operations resulting from declines in price and declines in volume of production. There has been a decline in wages paid to fishermen on a share basis and in employment of fishermen."

Upright Seine Drum To Go On "Inventor"

Dick Kink, who operated the purse seiner *Eleanora* last season for Farwest Fishermen, Inc., Anacortes, last season, this year will skipper the *Inventor* for the same company. Before he takes charge, the boat will have a new galley built on deck, and an upright seine-drum will be installed.

Columbia Smelt Short

Columbia River smelt production during January was scant and the fishermen went into February hoping that the scratch fishing in the main stem of the river through the year's first month was a "pilot" run rather than the main show.

About 30 boats were fishing out of Clatskanie, Ore., headquarters of the early operations.

Joseph Salmeri, 90, Dies

Joseph Salmeri, 90, veteran Monterey fisherman, passed away last month at a Salinas hospital.

He had been a fisherman at Monterey for the past 50 years. Mr. Salmeri was a native of Molazo, Italy, and first came to the United States in 1905. He lived in Pittsburg, Calif., for two years and then came to Monterey.

Capt. Haaken Selvar, newly-elected president of the Fishing Vessel Owners Association, comprised of the Seattle halibut fleet.

Mackerel and Anchovy Prices in Dispute

Negotiations by the Fishermen's Cooperative Association on the price of mackerel and anchovies were continuing into February, with the association asking $42.50 for Jack and $45 for Pacific.

The price of anchovies acceptable to canner and boats was the primary object of dispute.

As this issue went to press there were, of course, no boats belonging to the Cooperative fishing mackerel. The small tonnage of mackerel in January came from small boats, no doubt, or mixed in with sardines.

Burrows Re-elected Gillnetters' President

The Puget Sound Gillnetters Association last month re-elected Joe Burrows of Everett president. Other officers are Louis Bretvick, LaConner, vice-president; and M. Graham, Snohomish, secretary-treasurer. Other trustees are Jerry Johansen, Seattle, E. Eide, Stanwood, and Wm. Brashler, Marysville.

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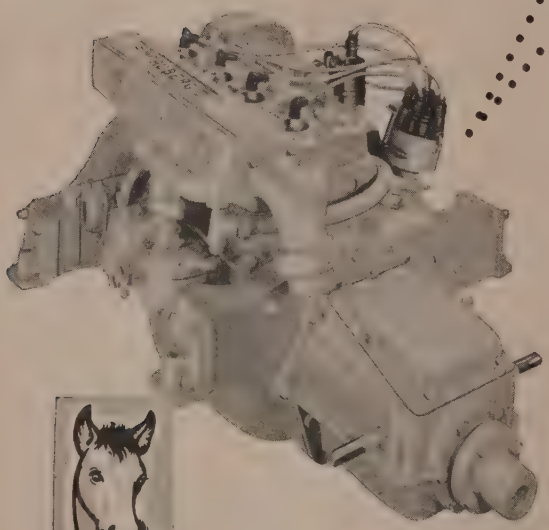
gasoline marine engine



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Pacific Fisherman's NEWS
rch 1955 Volume 53 Number 4

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Albin Anderson, Eureka fisherman, recently put his dragboat *Quest* up on the Gillette Marine Ways for sandblasting, painting and installation of fathometer equipment.

High Seas Sockeye Closure To Stand Despite Protests

The Sockeye Commission has turned down the proposal of Puget Sound seiners and packers that weekly closure be eliminated in the high seas area during the 1955 salmon season.

Opposition to the closure was voiced by spokesmen for these U.S. interests when the commission met in Vancouver in January; the argument being that, since alternative fishing areas for American salmon fishermen were so restricted, if the high seas were to be affected by further curtailment, American vessels would have little incentive to operate there at all.

Canadian purse seiners and packers had requested that the high seas weekly closure be restricted to 48 hours, but this was opposed by gillnetters on both sides and by U.S. reefnetters, who also objected to the suggested elimination of all closures.

The commission decided that elimination or material modification of the proposed restrictions would be discriminatory and might interfere with the day-to-day control of the fishery required for proper management; it would also make it difficult to obtain equal division of the catch and maintain uniformity in racial escapement ratios.

However, the commission's original regulatory proposal was modified by the elimination of the weekly closure on August 20 and 21, because of the declining importance of the Sockeye run at that time and the prospect of interfering with the fishing effort applied to Cohoes and Pinks, over which the commission has no control. Another concession was that, if necessary to facilitate equality of catch, further modification of the high seas regulation will be considered later.

The commission approved a 36-hour weekly closure during the period August 8 to 29 in U.S. convention waters, since there was no serious objection to this proposal submitted by most of the fishing interests. An optional 48-hour closure was not regarded as justifiable for Sockeye, but the precedent is already established for local agencies to increase the Sockeye closure when required.

A suggestion by U.S. purse seiners that uniform opening hours be established for all gear from midnight to midnight was rejected because it would require the gillnetter to fish two half-days for one day's fishing. However, under an alternative plan, the gillnet fleet will start the weekly fishing period for part of the season and the seines and reefnet operators for the remainder of the season.

A proposal from the Canadian gillnetters that the 48-hour weekly closure from August 1 to August 22 in Areas 12, 20, 21 and 23 be increased to 72 hours was rejected because the August catch in those areas did not reveal the necessity for increasing the closures. The same group's request for elimination of the four-hour differential in termination of each closed period above and below Pattullo Bridge on the Fraser was not approved, either.

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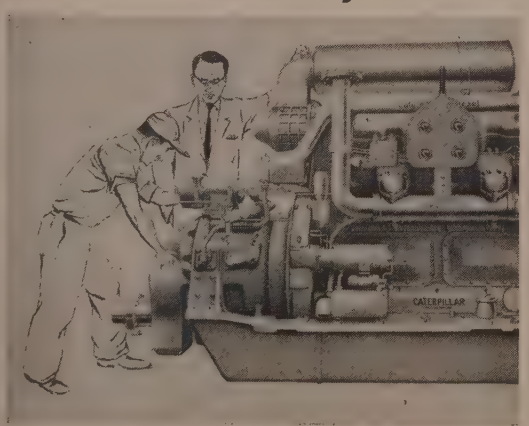

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LANDING LARGE YELLOWFIN—Two men landed all fish, retrieved buoys, and put droppers on racks. Photograph by G. I. Murphy

By EDWIN S. IVERSEN
and
GARTH I. MURPHY

The authors are fishery research biologists on the staff of Pacific Oceanic Fishery Investigations, who accompanied the vessels on the trips which they discuss.

It is noteworthy that the **North American** was reported wrecked on Point Loma, near San Diego, early in November, 1954.

What the Jangaard Longline Venture Found in Mid-Pacific

● During a recent commercial fishing trial of central Pacific tuna waters by two West Coast fishing boats, a total catch of 210 tons of Yellowfin tuna was landed at Honolulu and San Diego. This fishing was done in equatorial grounds previously explored by research ships of the Pacific Oceanic Fishery Investigations (POFI), a branch of the U. S. Fish and Wildlife Service in Hawaii. These commercial vessels, under contract with the Service, were given financial assistance to purchase fishing gear and make vessel alterations, and the fishermen undertook to test thoroughly the commercial possibilities of this potential fishery using two vessels to fish tuna longlines on a total of four trips. POFI biologists were aboard the boats on both sets of trips, and the following account is based on their observations.

● *FIRST CRUISES*—On the evening of January 12, 1954, the *North American*, an 86′ bait boat skippered by Capt. Sverre Jangaard, and the *Alrita*, a 70′ combination boat captained by Capt. Lars Jangaard, departed San Diego for the tuna grounds near the Equator in the vicinity of Christmas Is'and.

After about a month of fishing the two vessels put in at Honolulu, where they unloaded 103 tons of Yellowfin tuna at Hawaiian Tuna Packers, Ltd. Over 4 tons of market fish, including marlin, Bigeye, wahoo, and shark, was sold fresh at varying prices on the local market.

In all, the *Alrita* fished 31 days and the *North American* 30 days during the period January 27 to February 28, although the first few days of fishing were spent mainly in experimenting with the gear and methods of handling it. Once the vessels settled down to serious fishing, they averaged 57 baskets (855 hooks) of longline gear per day for the first set of cruises.

It is significant that on all but two or three days the two boats fished near each other. It had been planned originally that they would keep close company only during the first few days, while the fishermen were familiarizing themselves with this type of fishing. From the outset, however, difficulties arose in the form of numerous breaks in the main lines due to the use of excessively lightweight fiber line and to the setting of gear across current rips in unfamiliar waters; for these and other reasons the two boats continued to fish within sight of each other. Somewhat of a handicap was thus imposed, for had the vessels separated during those periods when fishing was poor, they would have been able to scout a greater area, possibly increasing their catch by more rapidly finding new concentrations of fish.

● *TWO TYPES OF FISH*—Generally, the Yellowfin consisted of two size groups. The smaller averaged about 55 lbs. and were designated "school fish" since their capture was always accompanied by signs of Yellowfin at the surface. The other group of fish averaged about 135 lbs. and were recognized as "deep-swimming Yellowfin," in that they were not seen at the surface and were captured both with and without surface signs of fish.

There was considerable fluctuation in the catches from day to day, but underlying these short-term variations there seemed to be three different periods in the fishing. The first, from January 27 to February 8, afforded moderately good fishing, with the best daily catch per boat amounting to about 3 tons. The second period, from February 9 to 15, saw very good fishing, with a high day's catch of 9 tons

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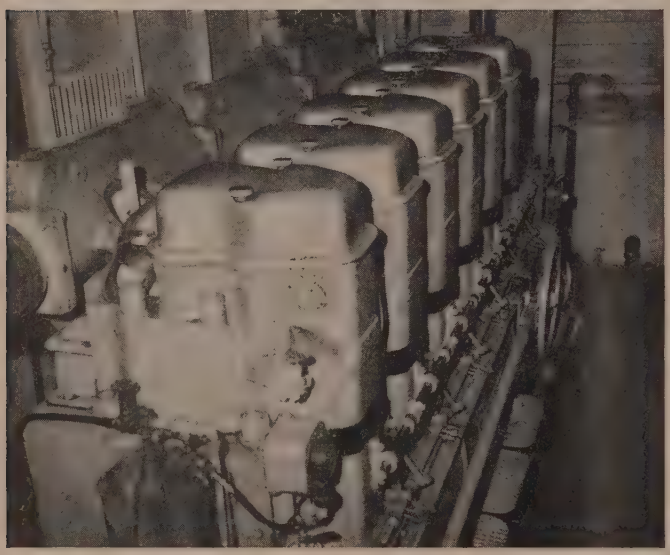

Low lube oil, fuel consumption, cut "Vilanova" operating costs. Her Enterprise Diesel runs 'round the clock, averages over 14,000 BHP hours per gallon of lube oil! Fuel consumption at 20 GPH is also low, as this includes, in addition to engine operation, all fuel for auxiliary generating unit, galley stove, and the ship's heating system.

Last December the durable dragger "Vilanova" took time off for a routine checkup – the first for her 400 HP Enterprise Diesel in 2½ years.

Cylinder heads were pulled for examination, and valves were found to require only minor grinding. Cylinder liners were micrometer tested, showed minor (.004) wear – good for many more years. Except for the new gaskets installed when the heads were replaced, there has been *no money spent for parts or repairs, no engine trouble or downtime.*

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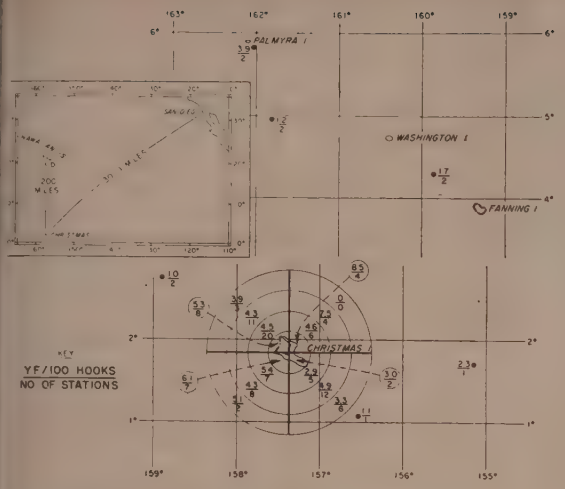
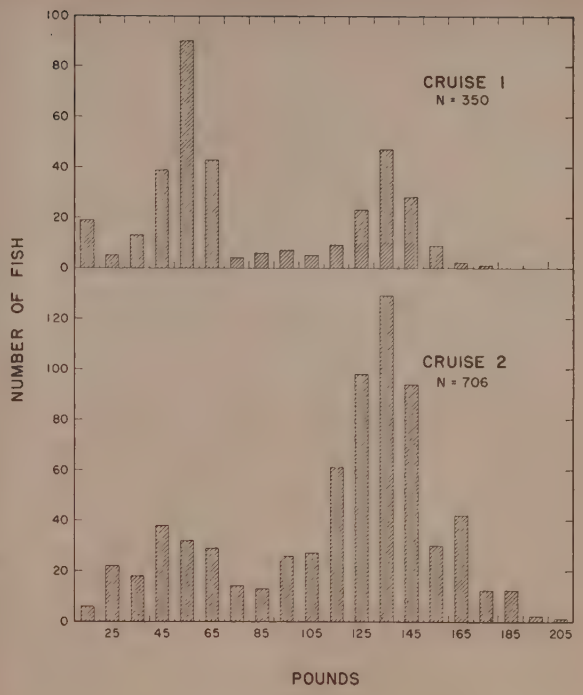




Where They Fished— And What They Caught

by the *North American*. Finally, catches dropped back again to the earlier level, with the best catches ranging up to 3 tons. During the two periods of moderately good fishing the catch comprised large numbers of "school fish" with moderate numbers of "deep-swimming tuna." During the middle part of phenomenally good longline fishing the Yellowfin population around Christmas Island appears to have been augmented by an influx of large numbers of "deep-swimming tuna" that later left the area.

Summarizing the catch of the first trip to the equatorial grounds, in 30 fishing days the two vessels combined captured 2,512 Yellowfin tuna weighing 206,110 lbs. The average daily catch was 1.75 tons of saleable Yellowfin per vessel.

In addition to the 103 tons of Yellowfin that was delivered to the cannery, there were 298 Yellowfin damaged by sharks. Some of these were completely consumed except for the head, but others that were only slightly damaged were delivered to Honolulu and sold on the fresh fish market. The tuna delivered to Hawaiian Tuna Packers was processed into solid, chunk, and grated packs. Most of the fish were satisfactory for these standard packs, but in the judgment of the canners some were unsuitable and a 15% deduction was assessed against the loads. Most of the rejected fish were judged by Hawaiian Tuna Packers to be either too dark or too "green" for a light meat pack.

● *GEAR OPERATED*—The amount of gear fished was remarkable, considering that there were only seven men aboard each of the vessels. Because of the numerous breaks in the main lines, the captains did not want to chance having inadequately lighted gear out after dark, and the small number of buoy lights available, four on each vessel, was partly responsible for the limitation of the size of sets to a maximum of 70 baskets of longlines. Furthermore, the long baskets (1,620′ main lines with 15 hooks) offered more resistance to the water than the 1,260′ main lines and 11 hooks of the baskets normally fished by POFI research vessels; thus hauling was slower, averaging 26 seconds per hook as compared with 20 seconds per hook with POFI gear.

The gear used by the Jangaards was an adaptation of the most recent type of longline developed by POFI, the only essential difference being the longer main line and the increase in the number of branch lines from 11 to 15. One reason for lengthening the main line was to make the gear fish deeper; POFI results show that often the deeper hooks catch the most Yellowfin. During this cruise 46% of the Yellowfin were taken on the five deepest hooks, apparently justifying the increased main line length. However, the long baskets were hard to haul because of their greater weight. This put more strain on the line and the winch and appeared to slow-down the hauling process, particularly when several fish were caught on a single basket.

The gear was set and hauled in virtually the same manner as used by Japanese fishermen and aboard POFI vessels, except that one significant modification permitted a crew of only seven men to carry out the entire operation. (The Japanese use up to 30 and POFI uses 9 or 10). This was the practice of not coiling the droppers in with the main line when the baskets were retrieved. The branch lines were made as short as possible, only 1 fathom of cotton line and 1 fathom of wire leader, and a rack was devised that would hold 60 branch lines and keep them clear during stowage. During hauling, the branch lines were stowed on these racks as they were unsnapped from the main line, and the main lines were stowed in canvas skates. In stowing the main lines the metal links to which branch and float lines are attached were arranged so they could be easily found. On setting, the gear was assembled as the main line paid out, branch lines and float lines being snapped in as needed. This system called for more work during setting than if the branch lines were left snapped-in and coiled down with the main lines, but it considerably lessened the work during the critical

STANDARD ENGINEER'S REPORT

DATA

LUBRICANT RPM Gear Lubricant

UNIT Fishing Boat-M.V. Lincoln
Caterpillar D17000 Diesel engine

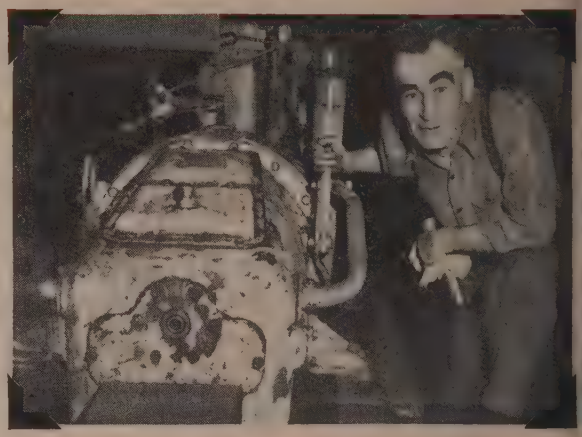
PART Reverse gear-self-lubricated

CONDITIONS Fishing off California coast

FIRM Consolidated Fisheries, Inc., San Francisco, Calif.

No transmission gear trouble in 8 years of fishing!

RPM GEAR LUBRICANT in the reverse gear of Consolidated Fisheries' M. V. Lincoln, shown below, prevented gear trouble since the gears were installed 8 years ago. Inspected at the end of that time, they showed very little wear in spite of tough service bucking tides and foul weather off the California coast. Gears were worked hard by the boat's Caterpillar D17000 diesel, were subjected to shocks and heavy intermittent loads when propeller came out of water during heavy seas. Tony Gomez, Engineer, says, "I've used RPM Gear Lubricant in this boat and others for 15 years and never lost a gear. It holds down wear, protects against shock even under heavy loads and constantly changing speeds."



THE M.V. LINCOLN, 59 feet long and 16-foot beam, is one of a fleet of Consolidated Fisheries' boats that fish some 600 miles of coastal waters. RPM Gear Lubricant is used in all their gears.

REMARKS: In transmissions, net-hoist gears and other gear trains, RPM Gear Lubricant provides a tough lubricating film because of its very high oiliness qualities and stability. Recommended for all types of conventional gears, and also for bronze worm gears. (For hypoids of all kinds, RPM Multi-Service Gear Lubricant is recommended.)

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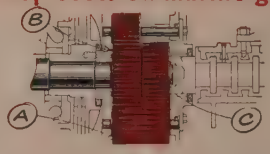

RPM Gear Lubricant in marine transmissions will prevent excessive bearing and gear wear. It comes in viscosity grades to meet all conditions.

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C. High resistance to oxidation prevents thickening; assures lubrication in extreme temperatures.

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hauling period.

The fresh-frozen Alaska herring used as bait were double hooked, through the eye and back through the shoulder, in order to reduce the loss of bait during the soaking period.

• *SECOND CRUISES*—After selling the first catches in Honolulu, the two boats refuelled, provisioned, and sailed again on March 13 for the Line Islands area. Fishing began on March 18 and was continued for 20 days by the *Alrita* and for 40 days by the *North American*. On April 7 the *Alrita* departed Christmas Island and arrived at Honolulu on April 15 while the *North American* departed Christmas Island April 28 and arrived at San Diego on May 15. There were no changes in the gear or fishing methods on the second set of cruises. The average numbers of baskets set per day were 63 (945 hooks) for the *Alrita* and 62 (930 hooks) for the *North American*.

The total catch of the *North American* on this trip consisted of 1,728 Yellowfin, 8 Bigeye, 64 Skipjack, 8 Albacore, 41 black marlin, 511 shark, and a few miscellaneous fish. Tuna landed at San Diego amounted to 72 tons. The *Alrita* caught 689 Yellowfin, 22 Skipjack, 9 Albacore, 7 Bigeye, 16 black marlin, 216 shark, and some miscellaneous fish. Of the 35 tons of tuna and about 7 tons of marlin landed at Honolulu by the *Alrita*, about 10 tons of Yellowfin and some of the marlin had been transferred from the *North American* when it became necessary for the smaller vessel to leave the fishing grounds after 20 days of fishing. The *North American* had an average catch rate of 4.4 Yellowfin per 100 hooks per day. Of her Yellowfin catch, 248, or about 14%, were mutilated by sharks. The *Alrita* averaged 3.6 Yellowfin per 100 hooks and had 12% of them damaged by sharks.

In general no such difference in the capture of fish by the deep and shallow hooks, as was seen on the first cruises, could be detected. The catch of Yellowfin per 100 hooks at the few stations away from the island was lower (averaging 1.9 fish per 100 hooks), and no particular area in the vicinity of the island seemed better than any other. The Yellowfin catch appeared to consist of at least two size groups, one weighing about 50 lbs. and the other about 130 lbs. The average weight of all Yellowfin taken on the cruise is estimated at 110 lbs. More males were captured than females, the ratio being 54% males to 46% females when all sizes are considered.

The *Alrita's* catch was sold in Honolulu to Hawaiian Tuna Packers. Of the approximately 70,000 lbs. of Yellowfin landed, the deduction to the fishermen was 6,109 lbs. or a 9% loss. A large portion of the catch was packed as smoked tuna. Although the fresh market demand was poor, some of the market fish were sold locally.

SETTING LONGLINE on the **Alrita**. The coiled mainline was set under the chute and allowed to pay out with slack thrown periodically by hand. The man on the left handled buoys and poles. The three men on the right cleared, baited, and snapped on droppers. Photograph by G. I. Murphy.

The *North American's* catch was landed at the Van Camp Sea Food Company in San Diego, Calif. The cannery reported the weight as 144,316 lbs., including a few shark-damaged fish. Rejections of cooked and cleaned fish by the cannery were observed; no honey-combing was seen, the majority of the rejects being "green" and a lesser amount too dark in color. The total deduction was 36,162 lbs. or about 25% of the load. The catch was packed as "bite size" with the exception of a very small portion that was put up as flakes.

The weight of fish delivered constituted a capacity load for each vessel. The large Yellowfin did not stow handily so cargo space utilization was poor, and furthermore some of the brine tanks were needed to hold fuel for the *North American's* return trip to San Diego.

Two Gilbertese natives from Christmas Island, one of whom spoke English, were employed when one of the *North American's* fishermen left the ship. They were paid $2.60 for 8 hours work, after which they are entitled to overtime. Employment is being sought for these people and the Christmas Island Plantation encourages their use.

The *Alrita's* fishermen shared about $2,100 for 51 days of fishing or 93 days at sea. Shares on the *North American* were about $3,100 for 70 fishing days or 117 days at sea. Without government aid the *Alrita* shares would have been around $1,100 and those of the *North American* about $1,700.

• *WHAT WAS LEARNED*—In unfamiliar waters the seven-man crews from these two vessels successfully adopted a fishing technique heretofore used only by Japanese on vessels with 20 to 40 fishermen. On the first set of cruises each of the vessels averaged about 1.75 tons of Yellowfin per day of fishing and on the second set about 1.78 tons. There was an increase in the average weight of the Yellowfin captured from 80 lbs. on the first cruises to 110 lbs. on the second set. Although it has not always been the case on POFI research cruises, the commercial boats found better fishing close to Christmas Island (within 60 miles) than at greater distances. The variability of the catch from day to day was so great that it was not possible to detect any clearly superior fishing grounds around the island. No fishing time was lost because of bad weather during the entire period of these cruises.

From these results it is to be concluded that it is commercially practicable for American fishing boats, using reasonably small crews, to fish Yellowfin tuna in the equatorial central Pacific by the longline method.

"Saipan Maru" Freezes Good Load of Tuna

Mothership *Saipan Maru,* which Taiko Reito Bosen K.K. purchased from the Columbia River Packers Association, at the end of January was reported as having a successful season freezing tuna at a station between the New Hebrides and British Fiji.

At time of report, she had frozen about 1,500 tons of fish, including Albacore, Yellowfin, other tunas, swordfish and shark. She was also packing fillets and freezing livers.

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Japanese use "Amilan" Widely in Fish Nets

Employment of nylon in fishing nets continues at an accelerated pace in Japan, with this synthetic fibre finding application to a growing degree in gear other than gillnetting, where it has been standard for some time, according to a report from N. Yamagishi, manager of the nylon sales department of Toyo Rayon Co., Ltd., whose "Amilan" nylon yarn it manufactures in Japan under exclusive licensed patents of du Pont origin.

Mr. Yamagishi also calles attention to the fact that the January number of *Pacific Fisherman* on Page 21 erroneously referred to a reduction in the price of "acrilan" fibre in Japan. This is the name of an acrylic fibre manufactured in the United States.

Actually the article referred to a reduction in the price of Toyo Rayon Company's "Amilan" yarn.

Anchovies Top Sardines And Mackerel Combined

January was a dismal month for sardine production — the Southern California season ended February 1— and for mackerel.

Sardine tonnage amounted to only 430, with a case pack of 10,569. Ten tons of mackerel produced 626 cases.

Anchovies were a slightly different story: 2,452 tons, and a case pack of 71,196.

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HE WHITICAR FLEET.—all seven units, making a pretty picture as they use in the creek near Whiticar Boat Basin at Stuart, Florida. From left to ght, they are: Northwester, 42½ ft. Tank-Sabrich-built boat; 38 ft. Whiticar-uilt Gannet; Hobo, 38 footer, Whiticar-built; Skipper, 38 ft. Matthews boat; 42 ft. Captain Add built by Webber Boats; Gulf Stream, 34 footer, Whiticar-built, and Howdee, 34 footer built by West End Boat Company. Chrysler Marine Engines (Imperial V Specials, Crowns and Royals) power the entire fleet and have logged a combined total of nearly 430,000 sea miles.

Chrysler Power Scores Big

with big game sport fishers!

Climb aboard one of the boats of the Whiticar Fleet and, hances are, you'll soon have a sailfish or marlin gracing our library wall. Picturesque names—*Hobo*, *Northwester*, *Gannet*, *Skipper*, *Gulf Stream*, *Howdee* and *Captain Add* identify the seven boats of this well-known Stuart, Florida leet. The Whiticar Fleet offers sportsmen strongly-con-tructed boats, good up-to-the-minute equipment and—to ompete with the fastest and trickiest denizen of the deep —each boat is Chrysler Powered.

Captain G. C. Whiticar, operator of the Whiticar Boat Basin, writes: "Our business in Florida and the Bahamas is year 'round, with *Gannet* summering off the North Carolina coast. On that kind of schedule we can't afford engines that require a lot of babying. We've standardized on Chrysler Marine Engines because they can be counted upon for top performance under all conditions."

Your Chrysler Marine Engine Dealer will be glad to discuss your requirements and recommend a Chrysler Marine Engine, 95 to 200 h.p., to fit your hull. Ask him for 1955 catalog, or write: ***Dept. 143, Marine Engine Division, Chrysler Corporation, Trenton, Michigan.***

BO'S SKIPPER —Captain Jack Whiticar ght), shows his father A. A. Whiticar (center), nder of the Whiticar Fleet, and his brothers C. Whiticar (left, kneeling) and A. J. Whiticar ft), some features of his new 200 h.p. rysler Imperial V Engine. Twin Imperials ower Hobo through 2 to 1 reduction gears.

GANNET AFTER SOME BIG ONES —with outriggers skipping bait and a fishing party aboard. Boats are equipped with 2-way radio-telephone, swivel fishing chairs and every other type of big game fishing equipment. Runs like these require engines that will idle for hours without fouling, engines that will respond in an instant to a nudge of the throttle.

DAY'S END —finds fishing parties sorting their catch, crews getting set for the next day. Charter boats like these encounter all kinds of weather, often have to cross the Gulf Stream in heavy seas. Captain G. C. Whiticar says that Chrysler Engines were selected for their consistently better performance and easy availability of parts and service.

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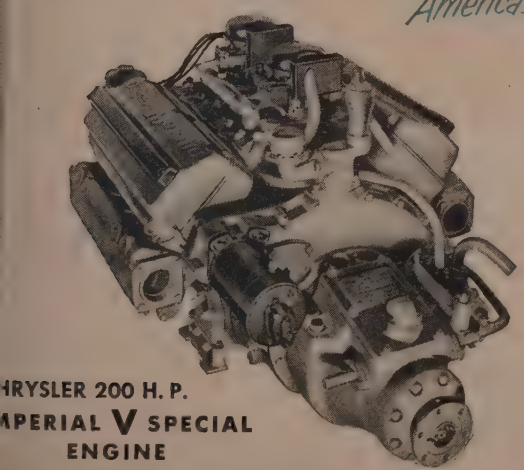

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says
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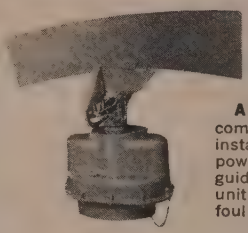
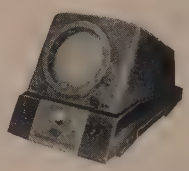


ANTENNA-TRANSMITTER combines in a single, easy-to-install unit, eliminating costly, power wasting, long waveguide runs. Transmitter subunit can be taken below for foul weather servicing.



INDICATOR-RECEIVER mounts on bulkhead, shelf or overhead; features Simplified Controls; 10" Scope; Reflection Plotter; Ships Heading Flasher; Parallel Line Cursor; Tune-Test Meter; 1, 2, 4, 8 and 16 Mile Ranges.

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SCOPE and SOUNDER

Monthly digest of present-day pioneering methods and equipment in world fisheries.

By PETRALE*

High-Boat Paragon now is carrying her trawl high above the bottom when fishing perch with a new technique. In 1954 she landed 2,360,000 lbs. of fish, believed an all-time season's record for Pacific trawling.

High-Boat "Paragon" Fishes Mid-Water Trawl for Perch

● Capt. Erling E. Jacobsen of Seattle has his high-boat schooner-type trawler *Paragon* experimenting with a mid-water trawl for ocean perch this spring—and is making it pay. His first trip of 1955 touched 80,000 lbs., of which 60,000 lbs. was perch.

His work with the off-the-bottom trawl is being watched by Pacific draggers with all kinds of interest.

Paragon in 1954 hung-up a real record for Pacific trawlers. Gross landings of the year were 2,360,000 lbs., of which 1,471,754 were food fish. The balance was Bellingham sole and turbot, sold to fur farmers for mink food.

Part of the credit for *Paragon's* great record, apart from the skill and willingness to work of her skipper, is given to her remarkably complete and effective electronic equipment.

For example, she carries two loran sets, a Raytheon radar, two-way radio, automatic steering, radio d.f., Raytheon recording Fathometer, and a new Edo fish-finder.

There's also report that she carries a television set, although how she uses that in fishing isn't clear.

Capt. Jacobsen's experiments with the mid-water trawl are being made in cooperation with his brother Harry and the latter's vessel *Aloma*. Working with his fish-finder, he proved—as have other fishermen—that the bulk of the ocean perch population swims from 3 to 10 fathoms above the bottom.

By taking in on the trawl warps and having the *Aloma* check with her Edo fish-finder the posittion of the *Paragon's* trawl, Capt. Jacobsen was able to fish above the bottom, where the perch are thickest.

He admits that there is much to be learned concerning design of such off-the-bottom gear and the technique of its operation—but he is satisfied that it can be done.

"John N. Cobb" to Drag Esteban Deep Petrale

The U. S. Fish and Wildlife Service vessel *John N. Cobb* will assist the State of Washington Fisheries Department in tagging deep-water petrale stocks which have been under study by the Washington Department and the Fisheries Research Board of Canada. The deep-water spawning stocks were discovered in 1953 by Washington trawlers in Esteban Deep. Tag returns released by Canada and a subsequent tagging experiment carried out S. W. of Esteban Point has indicated the Esteban fish belong to the population of petrale sole which is fished adjacent to the Northwest Coast of Vancouver and in Hecate Strait. The tagging experiment carried out in April, 1954, was handicapped by rough weather and the fish were in poor condition. The investigators hope to repeat the experiment under more controlled conditions this Spring. The *Cobb* will leave Seattle March 14 and will probably carry Canadian and Washington personnel aboard the vessel. Two weeks have been allocated to carry out the work.

One thing on which the Americans and Canadians can't agree is the proper spelling for Este(b or v)an.

It seems that it's Estevan on the Canadian charts and Esteban on the American prints. Each group insists on using its own version.

The Canadians contend that inasmuch as Estevan is theirs they should have the right to say how it's spelled. The Americans are willing to concede the point, and the port too, but will argue that there's a three-mile limit to jurisdiction over nomenclature and orthography.

Conrad Knutsen Retires

Conrad M. Knutsen retired as mate of the exploratory fishing vessel *John N. Cobb* in January. He joined the Fish and Wildlife Service in 1948, and is also known throughout the Northwest for his long service with the International Fisheries Commission.

From 1916 to 1926 Capt. Knutsen worked in the halibut fleet as a fisher-

---

***Petrale will attempt to answer questions from readers; and will welcome correspondence relative to developments which fishermen may consider worthy of inclusion in future editions.**

Comments, questions and contributions should be addressed to: PETRALE, Care Pacific Fisherman's News, 71 Columbia St., Seattle 4.

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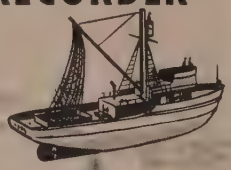

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lets you select wide ...or narrow scanning for fishing and navigation

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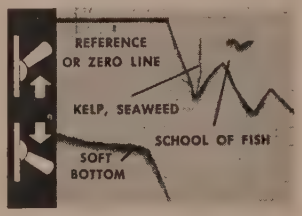
Model DR-12 which also incorporates a dual range, gives you sharp accurate recordings on either the 0-50 fathom scale for shoal water fishing and navigating or on the 0-200 fathom scale for deep water operations.



Look twice! Dual recording range plus Dual-Sweep give you the most versatile Recorder ever developed for the commercial fisherman.

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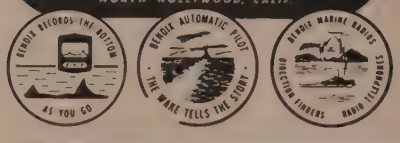
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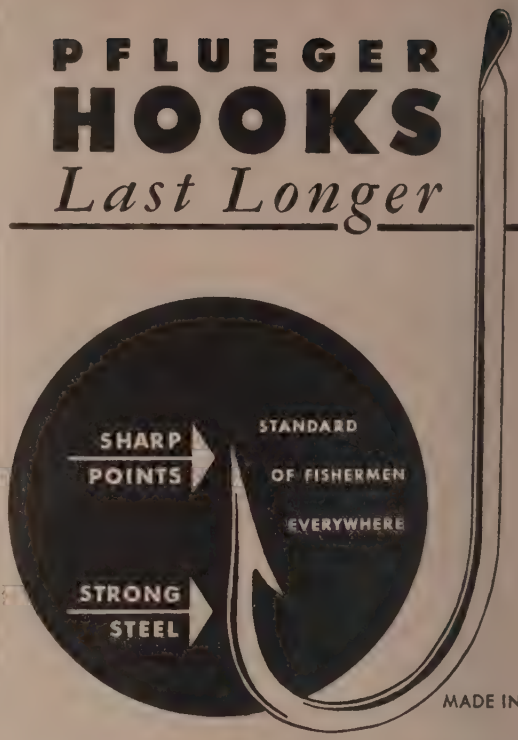

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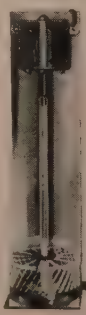

Many serious fires aboard boats start in the bilge by a spark from the bilge pump. Now Sudbury takes the motor right out of the bilge so no spark can ever ignite dangerous gases. The connecter-tube or drive shaft between motor and pump can be as long as 6 ft.—at no extra charge.

New Safety, New Durability!

Unique lucite screen 4 times as large as in ordinary pumps, practically impossible to clog. Non-corrosive, nothing but pure lucite touches the water. No metal screws, screen or other parts to rust or corrode. High capacity, up to 600 gal. per hr. Running dry will not injure the pump.

Amazingly Simple in Design—So accessible, so simple you can quickly and easily remove motor, connecter-tube, even disassemble pump itself without any tools at all! No close or fussy alignment. Made for 6, 12, 32 or 110 volts. Fully guaranteed! For manual operation, 4-in. **$39.95;** 6-in. **$49.95.** For automatic switch add $10.

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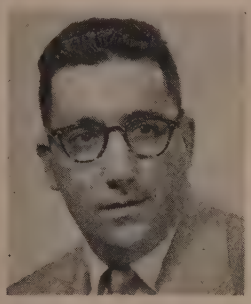
nan and skipper. He was captain aboard the *Irene, McKinley,* and other vessels. In 1926, he joined the International Fisheries Commission and worked as mate and skipper aboard the commission's research vessels. Thus he had participated in research programs for almost 30 years and his service to fisheries science is fully appreciated by those acquainted with him.



Jerry Jurkovich, marine biologist and trawl fish expert, who joins the staff of Pacific Marine Supply Co.

Jurkovich Joins P.M.S.

Jerry Jurkovich, biologist in the Washington Department of Fisheries, resigned recently to take a position with Pacific Marine Suply Co., Seattle, it was announced in February by Robert D. Ladd, vice president and general manager.

Mr. Jurkovich, a graduate of School of Fisheries at the University of Washington in 1951, for the past three years has been with the Washington State Fisheries Department where he worked on the otter trawl research program. He has also had 10 years of practical experience as a fisherman aboard Puget Sound purse seiners.

His recent work in connection with the development of the phenomenal trawl fishery of Esteban Deep was reported upon at some length in the article "How to Protect a Rich Virgin Trawl Fishery on the High Seas?" on page 19 of the February, 1955, issue of *Pacific Fisherman.*

Trawl Closure Offered As Conservation Measure

Dear Petrale:

I've been wondering why there hasn't been a proposal for a tri-state commission for the purpose of following the lead of the Northern California Otter Trawlers Association, represented by William O. Riley, on the three-months closure of trawl operations during the bottomfish spawning period—in December, January and February.

With Washington, Oregon and California in agreement, it should have good effect, and it would be foresighted for the industry in this specific type of operation. As a whole, weather conditions then are bad and catches are adverse during those months.

This is a good point for conservation, and makes sound dollars and sense.

Could you possibly write a proposal? Or find an answer?

Your articles are comprehensive and of good merit, Petrale.

Sincerely yours,
Roy L. Morgan,
Puyallup, Wash.

EDITOR'S NOTE — Petrale will comment on Mr. Morgan's letter and suggestion in our next issue. In the meantime, Petrale would like to have trawl fishermen's ideas and reactions to this proposal; and he's inviting all fishermen with thoughts on the subject to write him. Just address: Petrale, Pacific Fisherman's News, 71 Columbia St., Seattle 4, Wash.

Tony Cincotta Introduces Rustless Albacore Hook

Cincotta Bros., San Francisco and Monterey fishermen's supply and equipment house, has developed a new salmon and Albacore hook, guaranteed to be rustless, according to Tony Cincotta, owner of the company.

The new hook is made of Duranickel and has been completely tested under the most rigorous working conditions for the past two years. According to Mr. Cincotta the new Duranickel salmon and Albacore hook is meeting with an excellent reception among fishermen.

Johansen Continues As A.F.U. Chief

Alaska Fishermen's Union (independent), veteran Pacific salmon fishermen's organization, in February chose George Johansen, Seattle, for a fifth term as general secretary-treasurer, with Swan Lundmark, Seattle, unopposed for reelection as assistant general secretary-treasurer, as was Abe Lehto as San Francisco agent.

Result of contests for port agent offices was not known at press time: such contests being between Martin Olsen (incumbent), Oluf Johnson and Oscar Rodine at Portland, and Jack Wood (incumbent) and Knute Jensen at Bellingham. An agent at Ketchikan was to be elected later.

Two More Tuna Boats Wrecked and Lost

The San Diego tuna fleet already this year has lost two more boats to the sea: the *American Clipper* and the *American Star.*

The *Clipper,* Edward P. Silva owner, was washed ashore at Manzanilla, on the west coast of Mexico, Jan. 16 by heavy winds after her engines failed near the harbor entrance. The crew was taken off the boat by a Mexican Coast Guard vessel.

The *Star,* Dominick Ghio, was driven on the rocks of San Martin Island, Baja, California, January 17, when her engines failed. Her three man crew was rescued.

The *American Clipper* was built by the Al Larson Boatyard in 1928 and was 115′ long.

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You Want These Superior EDO Features

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- Large direct-reading dials especially illuminated for night use. Recessed CRT requires no hood.
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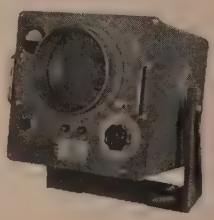
Visit EDO Booth 181 - 182 *at the San Francisco Boat Show, March* 4-13

Find FISH FASTER with EDO FISHSCOPE!

Finest electronic fish finder available. EDO FISHSCOPE locates schooled fish on cathode ray tube, multiplies view 20 to 40 times. Don't be satisfied with less than the best. Increased hauls prove FISHSCOPE's superiority. Write for brochure.



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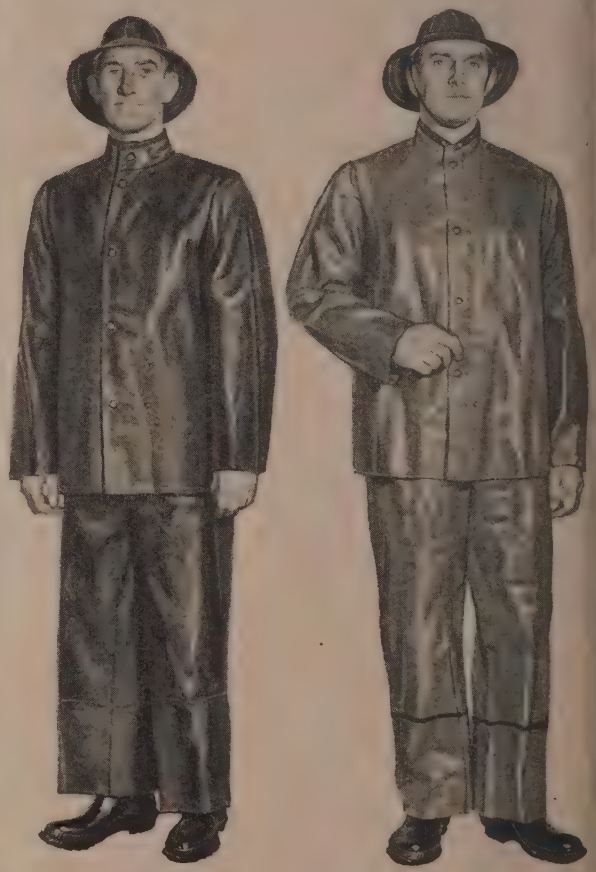

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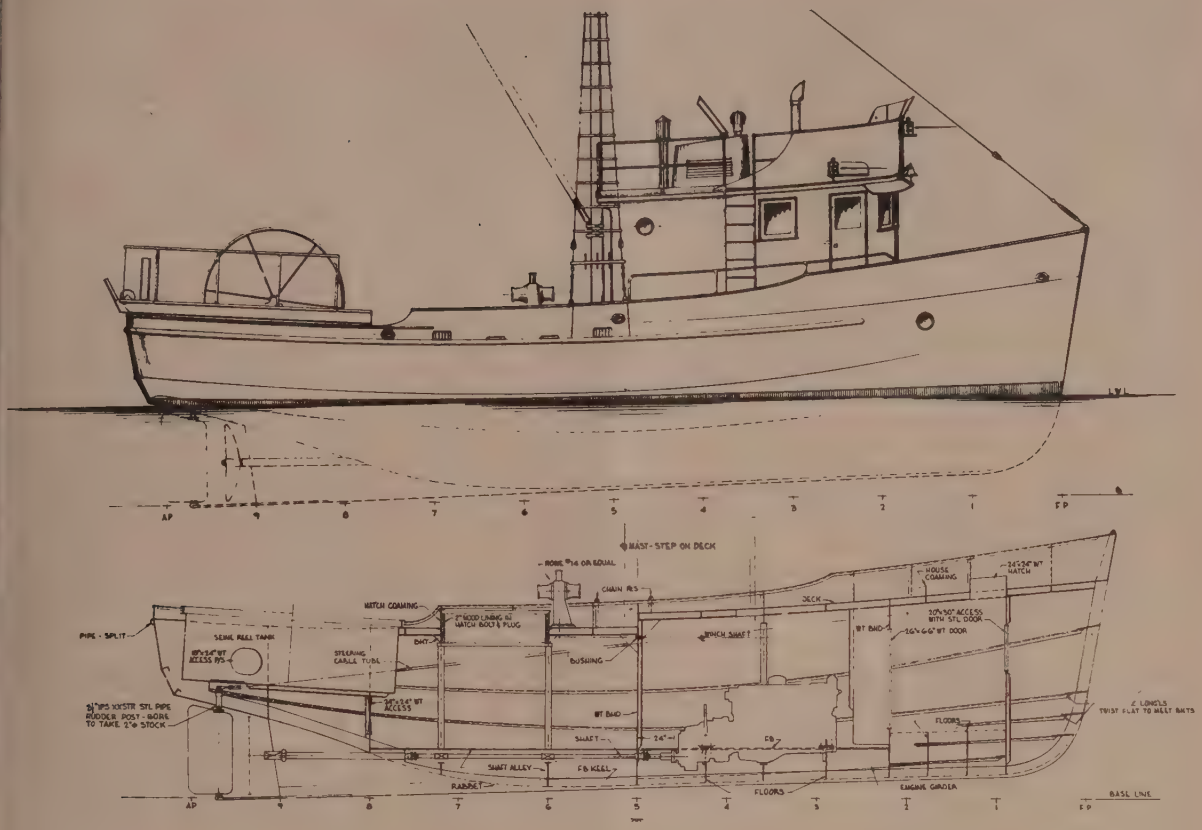

New Steel Drum-Seiner For Peter Pecarich

One of the first boats expressly designed and built for drum-seining is under construction by Weldcraft Steel Co., Bellingham, for Peter Pecarich, who has been fishing the *Calendar*.

Details of the drum, table and other mechanical equipment were worked out by Weldcraft, while the hull was designed by Andy Faste, formerly with Libby, McNeill & Libby and Wakefield's Deep Sea Trawlers, who is now associated with Philip F. Spaulding & Co., Seattle naval architects.

The vessel will be an "Alaska limit" boat of "longitudinal" steel construction, V-bottom type, 54′ x 16′-6″ over all, designed draft 5′-6″. The entire hull will be sand-blasted before painting.

A unique feature is the arrangement of the drum and table, which are built right into the hull, being recessed below the main-deck level—this lowering of weight being an important factor of stability. The drum is firmly fixed to the table, which is equipped to rotate so that the purse seine can be completely pursed and brailed on either side of the vessel, both drum and table being hydraulically operated. The drum is designed for large capacity, to handle nets of maximum depth.

Capt. Pecarich has chosen a 150-hp. Murphy diesel for his vessel. It will work through 3:1 reduction, swinging a 48″ wheel.

As will be noted in the accompanying drawings of the Pecarich vessel—which had not been named at time of writing—the seine drum revolves on trunions bearing on a carriage which might be described as a seine table with a square hole in it for the lower half of the seine drum.

The table in turn rotates on a circular track on deck after the conventional manner. Drum controls are carried on the table; and of course the fairlead and spooling gear are integral with the table and turn with it as it swings to either side to recover the net.

The vessel displaces 39 tons, and is exactly 50′ between perpendiculars —54′1″ overall. Fuel capacity is 1,520 gals., with 300 gals. of fresh water.

F. A. C. Studies Plan To Operate Cold Storage

The Fishermen's Cooperative Association, San Pedro, has engaged Ross Haddon to make a survey of the feasibility of the Cooperative entering into the operation of a refrigeration plant for the holding of tuna caught by member boats.

Such a survey has been prompted by what the Cooperative feels is a need to avoid the tying up of the fleet at dock, holding tuna under refrigeration in the boat, until canneries can take the cargo.

Bodega Bay Buyer

Harbor Fisheries, Fishermen's Wharf, San Francisco, has concluded a deal with Smith Bros., Bodega Bay, wherein Smith Bros. will be the receiving agents for crab, salmon, Albacore and flatfish for Harbor Fisheries at that port.

Smith Bros. is perhaps the oldest fish company at Bodega Bay, and has modern facilities for receiving fish, including a good-sized wharf, holding box, etc.

There's nothing like a MURPHY DIESEL

With a Murphy Diesel you get that ideal combination — power to show your wake to the rest of the fleet combined with fuel economy unmatched by any other engine of comparable size. And dependability is yours, too, with a Murphy Diesel because the Murphy is a heavy duty engine, designed and built to take it day after day in the roughest going. All in all, it adds up to more fishing at lower cost when you have a Murphy Diesel aboard.

Whether you're planning a new boat or repowering an existing boat, the heavy duty power, operating economy and dependable performance of a Murphy Diesel can make a big difference in your profits. So be sure to talk to your Murphy Diesel Dealer before you buy an engine.

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Murphy Diesel Marine Propulsion Engines, 90 to 225 H.P. Auxiliaries, 90 to 240 H.P.; Generator Sets 60 to 154 K.W.

Another recent addition to the growing list of Murphy powered boats is the "Alma," owned by Ralph and Eric Erickson, Seattle. She is powered by a 210 H.P. Murphy Diesel.

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312

Tuna Seiners Seeking Price Deal for Fish

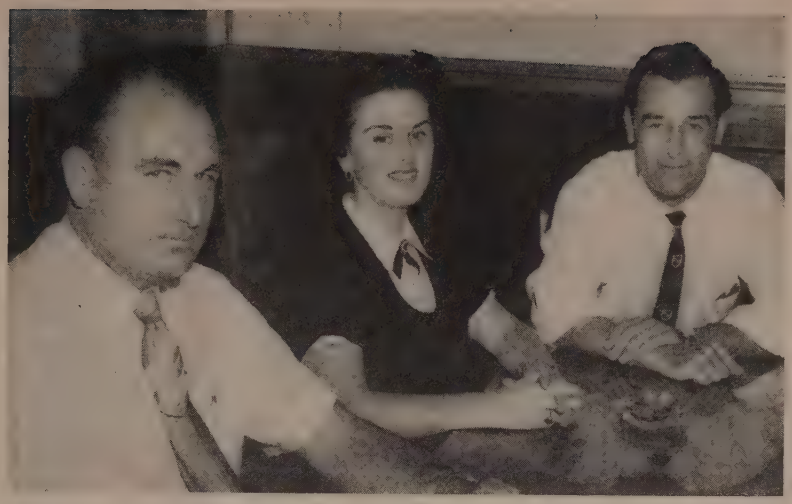
Fishermen's Cooperative Association, representing the majority of the purse seiners of San Pedro area, was scheduled to resume price negotiations for purse-seine tuna as this issue went to press. First meeting began in mid-January and came to no conclusions.

Traditionally, the tuna purse seiner has followed along, price-wise, on the tonnage price arrived-at by the larger bait boat fleet. This year, however, the American Tunaboat Association was apparently at a stand-still in efforts to arrive at agreement with the canners on prices for Yellowfin and Skipjack for 1955 sailings. The purse seiners, whose operations have always been quite different from those of the clipper fleet, apparently wish to try their hand at negotiating a tonnage price which will be acceptable to crew, boat owner and canner alike.

The purse seine fleet is particularly interested in a negotiated price on Bluefin, which is a tuna not fished by bait. Customarily, Bluefin are found in the early winter and spring months on the high seas of Mexico and locally off California.

About 19 purse seiners were at sea as this was written.

Alaska Reefer, freezership operated by Andrew Vilicich and partners, was reported to have only half a load in February, after having been in South American waters since departure December 13. Three San Pedro purse seiners feed this ship.



FLEET MANAGEMENT for Van Camp is now in these hands: left, Harold E. Morgan, Jr., assistant fleet manager; Kathy Allen, formerly with National Steel & Shipbuilding, secretary; and Phil Bertram, fleet manager, succeeding well-respected Henry Olsen.

Another freezership from Seattle, the *Arctic Maid,* was reported on her way south in February and with these seiners to load her holds: *Western Fisher, Western Pride* and *Western Monarch,* with Johnny Zankich as skipper.

Marketing Association Forming to Westward

Mrs. Lottie Edelman, Anchorage, recently announced her resignation as agent there for the Alaska Fishermen's Union, and is organizing a fishermen's co-operative marketing association in the Cook Inlet and Westward Alaska areas, to be known as the North Pacific Fisheries Association. This action is result of a recent N.L.R.B. ruling that "company" fishermen in these areas, including Port Moller, are "independent contractors" and may not bargain collectively as "employees."

'Three Sons' Is "Tops"

In a recent letter to *PFN,* George Stevens, St. Douglas, Alaska, states that in 1952 he designed and built a V-bottom gillnet boat, 29′ x 8′ x 2½′, and powered her with a 110-hp. Chrysler Crown engine with 2½:1 reduction gear, turning a 22″ x 21″ propeller. He named the boat *Three Sons.*

George says, "I use the boat on Taku Inlet and Lynn Canal; that is the Haines area. . . So far she is tops for what it's required for. . . ."

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True enough . . . **Fish** don't talk but Starr Netting speaks for itself every time the big catch is brought in. Experienced fishermen know it takes the best gear to do the best job. That's where extra quality Starr Netting speaks for itself—helps make successful fish stories really true.

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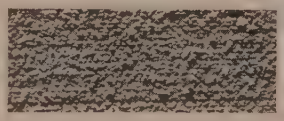
This is the concentrated 'NOSKID' element that may be added to any deck paint to give it a surface that is safe to walk on under all conditions. Simply add it to any deck paint in quantities as directed, stir and apply.

The surface of a 'NOSKID' painted deck is in no way abrasive. It will not cause undue wear of foot gear, and you can lounge on it in bathing trunks in comfort. The rubber-like pigment will not pull out nor does it in any way impair the protective and waterproof qualities of the paint. Send for color card for 'NOSKID' Deck Paint and information about 'NOSKID' Compound.



Photograph of a 'NOSKID' surface (unretouched). Note granular surface that will even grip a wet sneaker.

In contrast, note the smooth surface of conventional deck paint. It is bound to be slippery when wet.

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tock "Steelskiff"—Designed and built by Marine Construction & Design Co., Seattle, to neet the purse seiner's need for a durable, powerful, trouble-free tailskiff which can handle the multiple tasks which mark modern seining. It is Nordberg powered, 100-hp.

Stock Steel Skiff Built For Purse Seiner Needs

Knowing the needs of the present-day purse seiner — and particularly where drum-seining is concerned— Marine Construction & Design Co., Seattle, produces "Steelskiff" to meet them.

This stock welded steel craft is available in lengths of 16, 18 and 19 feet, big enough for the needs of any seiner in any service. Hull is V-bottom type, which lets her get up and run where there's running to do; just as the 18 by 17 inch Michigan wheel gives her slugging power for "towing-off."

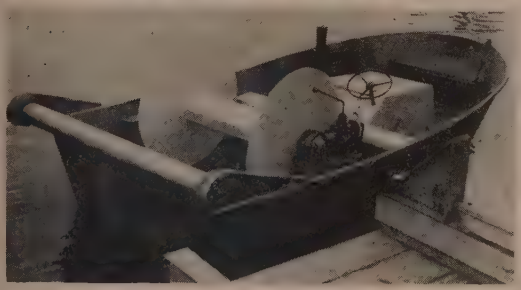
Peter G. Schmidt, Jr., president of Marine Construction and Design Co., is a close student of the development of the drum seine, and has designed or perfected much of the gear that goes into it. This "steelskiff" he considers as the newest tool of the drummer's trade, while of course suited perfectly to the tailskiff requirements of conventional purse seining.

The steel hull is fabricated of 10-gauge "Corten" alloy steel, a corrosion-resistant, high-tension steel specialty which gives exceptional strength as well as protection from rust and electrolytic action. Further protection is afforded by special painting, the exterior surfaces being painted with Interlux silver Primocon.

For power the "steelskiffs" normally carry a Nordberg, "Bullet" model suggested, turning the wheel through 2.44:1 reduction.

It is expected that seiners generally will want the skiffs equipped with a reel for handling the lead, and power to turn the reel of course. This is supplied through take-off from the main engine. "Macco" makes the reel and furnishes the fully-found skiff as a package unit, although of course owner preferences can be accommodated.

THE NEW MARCO "STEELSKIF"



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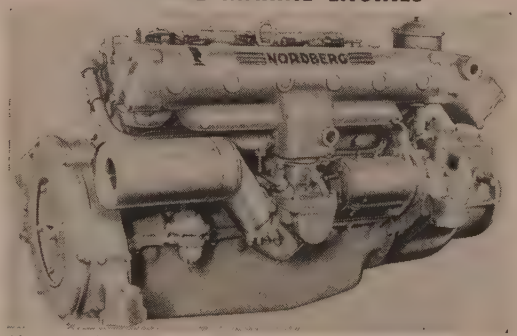

Chosen by leading seiners: "St. Janet", "Sea Foam", "Emblem", "Challenger", "Tradewind", "Tiny Boy II", "Royal", "Susan", "Sea Ranger", "Mona Lisa", "Sierra Madre" and many others.

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Protecting a lampara in the new T. V. Carter plant at Long Beach, Calif. Matteo Lafata, left, member of the crew of the **City of Pacific Grove,** assists Mr. Carter as they lower the net-dipping cage into the vat of Techkote Net-Life Black.

New Net-Treating Plant Well-Equipped

Matteo Manzella of San Pedro owns and skippers the lampara boat *City of Pacific Grove,* a 47-footer, powered with a General Motors diesel. In readying his net for fishing out of San Pedro, he chose Techkote Net-Life Black for a preservative and the facilities of T. V. Carter in Long Beach for dipping.

T. V. Carter, who specializes in net work of all kinds, recently moved to larger quarters where he now has three net-dipping tanks, one for "green," one for "black" and one for "tan," and a fourth "spare". It required about 109 gallons of Net-Life to treat the *City of Pacific Grove's* large lampara net.

Crew on the *City of Pacific Grove* includes Matteo's son, Salvador, his nephew, Mateo Lafata, Joe Ferrare and Natalo Russo.

4-Point Fish Bill Offered at Sacramento

A bill providing for a two-year management program for several of California's major fisheries was introduced last month at Sacramento by Assemblyman Glenn E. Collidge, Felton.

The measure, which Mr. Collidge said had been agreed to by both sports and commercial fishing interests, provides:

1. A bag limit of 3,000 tons of yellowtail per year for commercial canning.

2. Bag limits on anchovies for canning ranging from 21,000-tons from Sept. 1, 1955, to March 31, 1956, to 35,000 tons from April 1, 1956, to March 31, 1957.

3. Continuation of the current prohibition on packing sardines during the summer season.

4. Increasing the Marine Research Committee to include members from organized sportsmen and labor groups.

State Sen. James Busch, Lakeport, introduced a bill which would prohibit the commercial taking of abalone along the entire California coast.

Department of Fish and Game officials were reported to have said that this move was probably a reaction to a bill recently introduced which would open the northern California coast to commercial abalone fishing.

At the present time the only commercially productive areas open for abalone fishing are from Monterey south.

Bait Tank's Return Sought by Orlando

Ferdinand Orlando of San Diego writes *PFN* to say that last year, sometime in May or June, an Albacore bait tank was taken from a location adjoining the Harbor Boats at Point Loma.

He says the tank belonged to the *Leonarda M.* and was 9′ long, 7′ wide and 43″ high, divided in the interior into two sections, the forward one 5′ long and the stern section 4′.

He says he'd appreciate it very much if whoever has the tank would return it; or get in touch with him at 3962 Harney st., San Diego 10, Calif.

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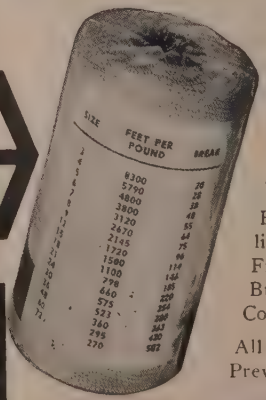

Brownell, the largest manufacturer of Nylon Seine Twine, takes another step forward by introducing on each package of Brownie twine a complete table listing the feet per pound, size, and breaking point.

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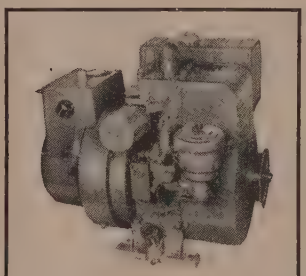

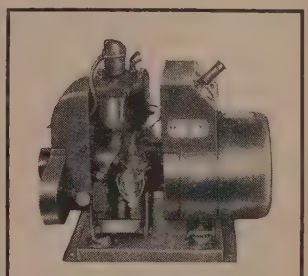

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Can Halibut Banks Sustain 70-Million-Pound Catches? 1955 Rules Seeking Answer

● Can the North Pacific halibut banks produce 70,000,000 lbs. again? And again?

The answer will not be known until next September; but it will be then, for the new halibut regulations for 1955 are designed to make the test.

Quotas are the same and seasons the same in length and location as those which gave slightly more than 70,000,000 lbs. in 1955—the biggest catch the industry has ever produced.

On the face of it, an equal catch might be expected, unless the 70-million catch is higher than the population can sustain. Some think it may be too great, and that 1955 may so indicate. In any case, continuation of the regulations on the basis of 1954 indicates a determination on the part of the commission to test the fishery for indications of its upper limit of productivity.

It is further evident that the Commission is encouraged in this policy by the provisions of the International North Pacific Fisheries Treaty.

Two specific changes of note are provided for in the regulations recommended for 1955.

First, the season opens May 12 instead of May 16.

Second, the dividing line between Areas 3A and 3B is moved from the Sanak Islands east to the Shumagin Islands.

A third change from long practice makes opening and closing hours 6 a.m. on the dates specified, instead of at midnight.

Catch quotas for the first seasons remain unchanged — 26,500,000 lbs. for Area 2 and 28,000,000 lbs. for Area 3A. Area 1B closes when the Area 2 quota is reached, and Area 3B closes with Area 3A.

In addition to the main quota seasons outlined above, there will be seasons as follows:

1. Areas 2 and 1B reopen July 27 for a period of 7 days, with no catch limit;

2. Areas 3A and 3B reopen July 27 for 9 days, with no catch limit;

3. Areas 3B will be reopened a second time on Aug. 11 for a period of 23 days, with no catch limit.

4. Area 1A opens May 12 and fishing continues without catch limit until Sept. 3.

The commission elected as chairman for 1955 Richie Nelson of Canada, succeeding Edward W. Allen of Seattle. Deton H. Thompson of the United States was chosen vice chairman. The meeting was the first for a new member, S. V. Osere of Canada, who replaced G. R. Clark, who recently became deputy minister of fisheries for Canada. Mr. Osere is assistant deputy minister.

"Ruth E" Burns Off Santa Cruz

The 44′ troller *Ruth E.*, owned by *George Murphy* of Tacoma, burned at sea Jan. 10 about 8 miles off Santa Cruz Island. George had left Moss Landing a week earlier with some tuna aboard which he sold in San Pedro. He was joined there by his "boat puller", *Martin Mesenbrink* of Long Beach, and the two were fishing for red cod when the blaze started. The *Ruth E.* was spotted by a Navy radar station on the southern tip of Santa Cruz Island and a plane and two crash boats rescued the men. Cause of the fire is unknown.

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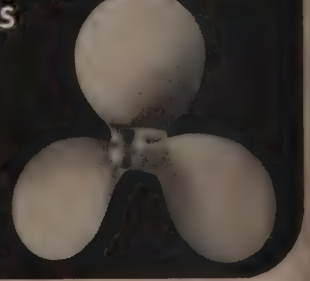

COLUMBIAN BRONZE CORP.
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Lower California Fisheries Association recently held its annual meeting and dinner dance at San Diego. Anthony S. Chiappe, president, was official host, assisted by the organization's long-time business manager, J. J. Camillo. Here are the officers—left to right: Mr. Chiappe; Secretary P. F. McCaffrey; Mr. Camillo; Board members, Julius Zolezzi, John Zolezzi and Anthony Bregante. The fourth board member, Lawrence Canapa, was at sea.

SAN DIEGO BITE-SIZE ITEMS

PICAROTO was recently drydocked at National Steel, San Diego, for fiberglassing of the bait tanks. Marco resins and Apec fiberglass were supplied for this purpose through Kettenburg Boat Works, dealer in San Diego for Allied Products Engineering Corp., representative for Marco in Southern California. . . . An interesting use of reinforced plastic at National Steel is the construction of fish transfer chutes for the *Conte Bianco*, molded from fiberglass in five straight sections and two curved, reports Art Yeend, yard superintendent. . . . Still further use of fiberglass at National Steel is the covering of the galley drainboards, etc. with the glass cloth and resins on the *Sea Lark, Belle of Portugal, Picaroto*, etc. . . .

ECUADOR and *EQUATOR* have new five-bladed propellers, installed by National Steel. . . . *Far-Famed* now has a Cooper-Bessemer main propulsion unit, JS-6. . . . The hull of NASSCO's new 127-foot steel tuna clipper, sister-ship to the *Cabrillo* and *Dominator*, is nearing completion. . . . Alfonso Mexia, Mexican consul at San Diego, has been transferred to British Honduras. His successor is Alberto Reyes Stindola, formerly consul at Sacramento. . . . Pete Bullen recently supplied five RCA 50-watt radiotelephones to Guaymas for working aboard shrimp trawlers in that port. . . . The *Bond* is now reported fishing for a cannery at Cape San Lucas, with Roy Wilson, owner, aboard and Ted Pepper as skipper. . . . One of Campbell's new boom winches has been put aboard Frank Perry's *Espirito Santo*. . . . Shephard Marine has supplied a "Cat" D-1300 for auxiliary work aboard the *Wiley V.A.*, recently returned from South America, managing owner, Ambrose Co. The unit is air-starting. . . . Work was done at Campbell's. . . .

SUN VICTORIA has been equipped at the Campbell yard, reports Bob Bennett, superintendent, with a GM 6-71 auxiliary. . . . *Mary S* has a new crankshaft on the main engine. . . . Shepherd Marine supplied the *Jo-Maria* with two "Cat" D-1700s, air-starting, coupled to generators. . . .

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Bez Boats Seizure Sets Stage for Test of Law

• Clean-cut case for application of the 1954 law to indemnify United States fishing vessels for molestation suffered while engaged in legal fishing on the high seas as defined by American policy arises as result of the detention and fining of the vessels *Toni B.* and *Western Clipper* by Peru.

These vessels, owned by Trans-Pacific Fishing & Packing Co., of which Nick Bez of Seattle is principal, were seized by Peru in January when they entered the harbor of Callao openly and voluntarily to secure medical treatment for a sick crewman and spare engine parts.

They had been fishing and operating on the high seas, but with permits issued by Ecuador.

Peru, Ecuador and Chile in 1954 adopted a tripartite policy in which they assert their jurisdiction over fishing on the high seas to a distance of 200 miles from their coasts.

Immediately the vessels were detained Mr. Bez communicated with the Department of State and placed the matter in the hands of the authorities. Press reports say the American embassy in Lima filed protests, but when the deadline date arrived it was necessary for Captain Bez to produce the $5,000 fine assessed against the vessels. They were immediately released, and left for sea promptly.

PERUVIAN SIDE of the matter is presented in the following news story which appeared in the newspaper *El Commercio* of Lima Jan. 25, 1955, and which *Pacific Fisherman* has had translated. *El Commercio* reported:

"Yesterday afternoon we were informed by the Port Authority Captain of Callao that Captains John Bez and Nick Trutanich of the North American fishing boats *Toni B.* and *Western Clipper,* respectively, which had arrived in our port recently, were notified by the maritime authority that at the end of five days (which will be Saturday, January 29) they are to pay the fine of $5,000 or its equivalent in Peruvian money for the act of fishing in the territorial waters of Peru without due authorization.

"The cited vessels arrived Wednesday evening without navigation documents in proper order, for which the indicted captains were submitted to investigation by port authorities to clear themselves of the arrival at Callao after they had been operating on the Peruvian coast. The summary was brought to the maritime authorities, and meanwhile both vessels were carefully searched at the inner roadstead of the port.

"The investigation confirmed that the reefer *Toni B.* of 405 tons and the fishing boat *Western Clipper* of 63 tons, operating under North American flag, have Ecuadorian licenses to operate in coastal waters of Ecuador, but had been illegally working in Peruvian waters without proper licensing.

"Only registered Peruvian boats are able to fish on the coast of Peru, or foreigners who have obtained necessary licenses for that type of operation. In both cases it is obligatory to land the fish at Peruvian ports for duty payment in case of export of the fish. This is clearly stated in the regulations.

"It has been confirmed that neither vessel secured the necessary permits for working in our waters, in the judgment of the superior maritime authority, which has ordered the captains of the *Toni B.* and *Western Clipper* to pay the $5,000 fine within five days. The notification was given yesterday by the Port Captain, Commander Gustave Mathey.

"According to our information, the crews of the fishing vessels are at liberty and have been able to go ashore since the vessels' detainment without any difficulty."

"Sun Streak" Seizure Brings Claim on U. S.

Sun Pacific, Inc., San Diego, has filed with the State Department, Washington, D. C., the claim for damages in connection with the seizure of its American fishing boat, *Sun Streak,* by Ecuador.

The claim is filed under the Fishermen's High Seas Protective Act of 1954. It seeks a reimbursement of the $12,000 fine and additional expenses amounting to almost $4,000. It contends that the *Sun Streak* was seized by Ecuadorean vessels about 30 miles at sea, while the United States recognizes sovereignty only three miles from the shore.

Eureka Trawl Catch Light in Winter

Hampered by extended periods of rough weather, dragboat operations out of Eureka were not too successful up to the end of January, on the basis of deliveries to local warehouses. December deliveries totaled around 287,000 lbs., with indications that the January figure would be considerably lower. Generally, operations were running behind 1954 production for this time of year.

Petrale led the list among delivered species, at about 131,800 lbs. for the two-month period, with Dover sole ranking second at about 120,000 lbs.

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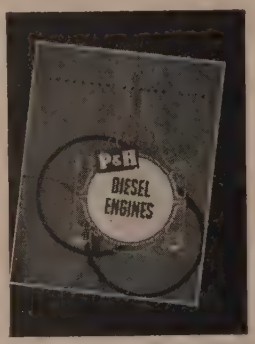

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Pacific Marine Supply Company, 1217-1223 Western Ave. Seattle, Wash.
San Diego Marine Hardware, 1520 India Street San Diego, California
Weeks-Howe-Emerson Company, 645 Howard St.. San Francisco 5, Calif.

Special Steelhead Closure For Columbia is Rejected

Columbia River fishing regulations for 1955, announced Jan. 18 by the Washington Fisheries Department and the Oregon State Fish Commission at a meeting in Portland, Ore., are about the same as last year, with a few minor exceptions.

The meeting was attended by a large number of sportsmen, especially from Washington; but an urgent request by representatives of a number of their organizations, that the Columbia be closed to commercial fishing through the month of February to allow a greater sports catch of Steelhead, was turned down.

Such changes as were made were based on recommendations by biologists of the two states. One of the most important (requested also by the Columbia River Fishermen's Protective Union) is a minimum gillnet mesh of 5¼" during the spring run of Bluebacks, designed to permit total escapement of this species, which this year is considered essential to conservation. Some readjustment was also made in the shad seasons, in part to eliminate the incidental catch of salmon which occurred during the special shad season last year.

The fishing seasons set are as follows:

(Open Seasoned Stated)

Salmon Below Bonneville — Noon Jan. 29 to noon March 1; noon April 30 to 6 a.m. May 27; 6 a.m. June 20 to 6 a.m. July 15; 6 a.m. July 29 to noon Aug. 26; noon Sept. 10 to noon Dec. 1.

Salmon Above Bonneville — Noon Jan. 29 to noon March 1; noon April 30 to 6 a.m. May 27; 6 a.m. July 4 to 6 a.m. July 31; 6 a.m. Aug. 14 to noon Aug. 26; noon Sept. 10 to noon Dec. 1.

Weekend Closures (Above and below Bonneville)—May 1 to Aug. 1, noon Saturday to 6 p.m. Sunday; Aug. 2 to 26, 6 p.m. Saturday to 6 p.m. Sunday; Sept. 16 to Nov. 30, 6 p.m. Friday to 6 p.m. Sunday.

Shad — (1) Below Bonneville (including Youngs Bay—Noon April 30 to 6 p.m. May 27; 6 a.m. June 20 to 6 a.m. July 15 (EXCEPT Washougal Reef and Camas Slough, open June 12 to July 1); 6 a.m. July 29 to noon Aug. 26.

Shad—(2) Above Bonneville—July 4, 6 a.m. to 6 a.m. July 31; 6 a.m. Aug. 14 to noon Aug. 26.

Shad — (3) Willamette Slough — Open only during period May 10 to June 10.

Weekend Closures (*Shad*)—Noon Saturday to 6 p.m. Sunday, EXCEPT July 30-31.

Turtle Bay Seas Sink Two Vessels

The *Genevieve H*, with George Kell as skipper, sank in heavy seas south of Turtle Bay, Lower California, February 3.

The San Pedro six-man crew spent three hours trying to reach shore in a skiff. The survivors were taken from shore by the *Midnight Sun* and flown by PBM plane to San Diego.

Captain Kell said the boat sank in two minutes after a seam broke. The boat is recorded as having been built in 1927.

Another fishing boat, *Privateer* of San Diego, was also lost at Turtle Bay early in January. Frederick Insinger is the owner and the boat was captained by Mitchell Tyler.

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FOR SALE — Marine Diesels. Fairbanks Morse 40 h.p. with 2:1 Twin Disk reduction. Size 72" x 36" x 24", $495. Sheppard 31 h.p. with 3:1 reduction. Size 57" x 36" x 24", $595. Ralph Flood, 2926 Beverly Blvd., Los Angeles 57. Phone DU 8-4712 or CL 5-1970.

FOR SALE: Trawler "St. John Bosco" 43¼'x12'6". GM 165 hp, 3-1 reduction. Radio, Fathometer, diesel oil stove, net puller for lampara. Registered 14 gross tons—Document 5 net tons. Good condition, just remodeled. Engine overhauled, new batteries, 32 v. system. New fuel and water tanks. Write, phone, or see Cattolica & Lindwall, Ft. of Hyde St., San Francisco 9, Phone PRospect 5-6474.

FOLLOW the FLEET to SUN HARBOR MARINA, 5104 Harbor Drive, San Diego, ACademy 2-1291. M. B. "Curly" Parke, the Fisherman's Broker. Commercial boats, all types.

FISHING BOATS FOR SALE: Trollers and Monterey Purse Seiners. DON WOODWARD, Boat and Real Estate Broker, at Marine Supply Store, PO Box 45-A, MOSS LANDING, California. Telephone CASTRVILLE 6652; or apply at OAKLAND ESTUARY BRANCH, Don Woodward, Jr., Manager, care Evans Radio Dock, 901 19th Avenue, Oakland, California; Telephone KEllog 2-8158.

THE FISHERMEN'S FRIEND helps you buy or sell, Northern trollers, purse seiners, trawlers, bait boats, tugs, barges, cargo vessels, freezer vessels. Mathew N. Batinovich, owner, broker. JERRY'S BOAT SALES. TErminal 3-3367. Post Office Building, Terminal Island, Calif.

FOR SALE—"Belle" 45' x 11'6" x 6'6". 671 GMC Diesel, Radio Telephone, Direction Finder, Loran, Iron Mike, Plate Refrigeration, equipped for Albacore fishing. Located at Anacortes, Wash. Price $9750. Write Sidney Ducken, Oak Harbor, Wash. Phone OR. 5-2151.

DANFORTH ANCHOR SPECIALS, 17 lb.—$17.50. 75 lb. — $30.50. 160 lb. — $75. CO-OPERATIVE PIPE & STEEL CO., 1715 E. Anaheim, Wilmington, Calif.

FOR SALE—Commercial fishing boat 48' x 13'10" x 5½', Monk design, steel hull, fuel cap. 2200 gal., water 500 gal. Gross tonnage 31, sleeps 6, completely equipped, priced right. C. M. Negstad, 943 Solano Ave., Albany, Calif.

FOR SALE: Halibut Gear. 1800 ft. of linen salmon net 5⅝ inch mesh. H. H. Martinsen, 7720 17th N. E., Seattle, Wash. Phone: Fi lmore 0236.

FOR SALE: Buda diesel engine, 25 h.p. includes 50 ton power drive clutch, has run 400 hours. Price $8,000; $5,000 down, $3,000 balance on delivery. Guaranteed for six months. Original cost $17,000. James Marshall, 2232 N. E. Flanders St., Portland, Ore., Phone EMpire 5168 or write W. M. McCall, Box 1539, Ketchikan, Alaska.

See our 33' gillnetter. Designed for the Puget Sound and built to Western Boat Building Co.'s best standards. Also a 36' model on the drawing boards. Western Boat Building Co., 2505 E. 11th St., Tacoma, Wash. Telephone BRoadway 4278.

FOR SALE: One Kermath-Hanley Hydro-jet with shaft and controls $450. For use with 100-110 H.P. engine. Contact Don Sjogren, R. 5, Box 46, Mt. Vernon, Wash. Phone GArfield 4-4138.

FOR SALE OR LEASE: Modern salmon cannery in biggest producing area on Puget Sound. Crab and bottom fish available. Write Box 293, PACIFIC FISHERMAN'S NEWS, 71 Columbia St., Seattle 4, Wash.

FOR SALE: 48' Comm. '45, Cummings 150, Shepherd Aux., 16 ton Refrig., 100 W. S. S., ADF, Pilot Fath. $18,000. 64' Dragger, '44, Cummings 165 (4½:1) 24 Ton, Fathometer, Pilot, Radio & R.D.F. $18,500. 87' Halibut Schooner, 4 cyl. Atlas, 50 ton S. S. R.D.F., Fathometer, $26,000. FRANK SIMON ASSOCIATES, P. O. Box 834, Berth 205A, Wilmington, Calif. TE 5-3101.

FOR SALE: Deep sea troller "High C" 45' x 13'4" x 7'9". Built 1952, 19 tons net. Ideal for seiner, halibut or tuna, 6 cyl. GM Diesel, radio, D.F., Iron Mike, Fathometer and repeater, Hydraulic anchor winch and gurdies. May be seen at Poulsbo, Wash. Reasonably priced. Will send pictures and further details on request. Leif Ness, P. O. Box 158, Poulsbo, Wash. Phone, Poulsbo 610.

BOATS FOR SALE: 67' x 16' "Frostland", 110 Atlas purse seine, skiff, powered by 60 Gray, two new drag nets, newly recalked, boat and gear in good condition, Fathometer, Loran, Intervox radio phone, ready to fish. Contact C. P. Lyshol, 5740 27th Ave. N. E., Seattle, Phone VErmont 0498.

FOR SALE: 165 Murphy Marine Diesel Engine, 3:1 Marine reverse and reduction gear. Like new. Run 1500 hours. Write, wire or phone Joe Balestrieri Co., 123 Jackson St., San Francisco, Calif. Phone DOuglas 2-4400.

Moss Landing Shipyard Construction Starts

Construction of the Moss Landing shipyard is scheduled to begin some time in March, according to Wilbur Sandholdt, who has been gathering material for the ways. About 2000 feet of rail, quantities of wooden ties, a bulldozer and other equipment has been accumulating at the end of the island.

The yard will be built to take boats of purse seiner size, and will fill a long felt need in this area.

* * *

There will soon be three boats in the P. J. Madden family. Pat owns the *Dorthy M.*. One son, Joseph, finished building the *Jerry M.* about a year ago and fished her last salmon season. Another son is now constructing a 25 foot boat similar to the *Dorthy M.* All three boats were built by their owners on family property in Watsonville.

* * *

"Tex" Holdridge of the *Dorothy V.* recently completed overhauling his engine.

* * *

Ed Allen had planned to sell his *Morning Star* this winter and buy a bigger boat, but became so attached

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"KANAK"—WA 6710

o his Monterey clipper, he changed is mind. Now he is putting seats and ailings along the sides of the *Morning tar*, and will take out sport fishing arties this spring.

* * *

A number of boats winter-moored n Moss Landing traveled north the nd of February for salmon fishing ut of Westport, Wash. Skippers get- ing ready to leave were: Leo De Spain n the *Zebra*, Peter Baade of the *Sol- eig*, Joe McAlpin on the *Bonita*, Ivan nd Martie La France on the *Silver Dollar*, Bob Mason on the *Selma J.*, Alex Ogren on the *Jay-Cee* and John Shogren of the *Joyce*. Several others were expected to join the fleet at sail- ng time.

The *Inez D.* was too little, the *Flyer* was too big, but the *Pandora* is just right, the Jimmie Dales agreed. Jimmie brought the new addition to the Moss Landing fleet down from Eureka recently. He has sold the *Flyer* to Mexican shrimp interests.

Pandora is a 35' Monterey-type clipper. She is rigged for all types of fishing, with trolling gear and long-line equipment. Her new skipper plans to take the boat south for lobster fishing when he completes making some mechanical adjustments.

* * *

A note from Esther Martinsen of the *Isis* says she and John are spending the winter on their boat in Long Beach, waiting for the start of a new season.

SAN PEDRO SEINE SETS

JOHN KORDICH and his wife celebrated their 25th wedding anniversary in January with a surprise party given by friends. Hosts and hostesses for the occasion were Mr. and Mrs. Anthony Mardesich, Mr. and Mrs. Pete Blagaich, assisted by Messrs. and Mmes. Thomas Mardesich, Mitchell Mardesich, Miss Jack Blagaich, Mary Ann Kordich. . . . Fisherman James Francis Mirkovich on the *Defense* will soon be married to Mrs. Ruth Jost Scott. . . . The body of fisherman John Mulanoff, 36, was found in San Pedro harbor about three weeks after he was reported missing. He was a crewman aboard the *Kima*. . . . George Ivankovich was chairman of the 19th annual ILWU Fishermen's Union dance, given in San Pedro in January. . . .

SEA SPRAY was saved from destruction by fire by the quick action of fishermen and firemen in mid-January. An acetylene torch set off the blaze in the hold of the *Sea Spray*. Klem Lapov, skipper, said the crew was preparing to convert the boat from sardines to tuna when the fire occurred . . . Pete Lipanovich, former skipper of the *Marsha Ann*, is now in Army uniform, stationed at Fort Ord. . . . George Naylor, fishing on the *Gaviota*, did a fine job of assisting the staff of Marine Hardware, Berth 73, at the gala New Year's party given by the pioneer marine supply firm. . . . Veteran fisherman Baldo Glumac, crewman aboard the *Olympic*, died in San Pedro recently. He had lived in San Pedro for 40 years. . . . Knud Jorgensen, pioneer in the fish freezing business in San Pedro, has retired from the Union Ice Co.'s staff, after service as its manager since 1930. . . . San Pedro's Rose Bowl Parade entry, Holy Mackerel, was a prize winner. . . .

MRS. GEORGE PLANCICH has been elected 1955 president of the Yugoslav Woman's Club, San Pedro, succeeding Mrs. Anton Fiamengo. . . . Augie Felando, son of one of the most respected skippers in the purse seine fleet, August Felando, has passed the California State Bar examination. He enters the Air Force in March. . . . Retired fisherman Giuseppi Damato died in San Diego recently. . . . *New Sea Rover* recently dipped its net in Techkote's Net-Life, supplied by Marine Hardware Co. . . . The *Rover* also has a fiberglassed rudder, engineered by Harbor Boat Building Co. So does the *Golden West*. . . . Tony Marinkovich and Jack Whalen of San Pedro have been operating a fish spotting service with their planes, Bimbo and Bomber.

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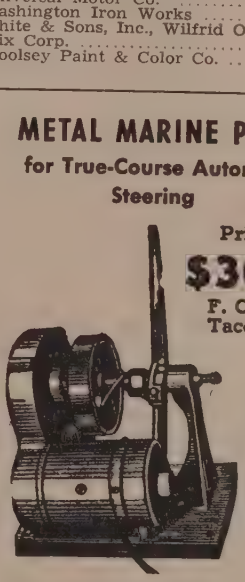

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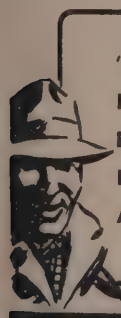

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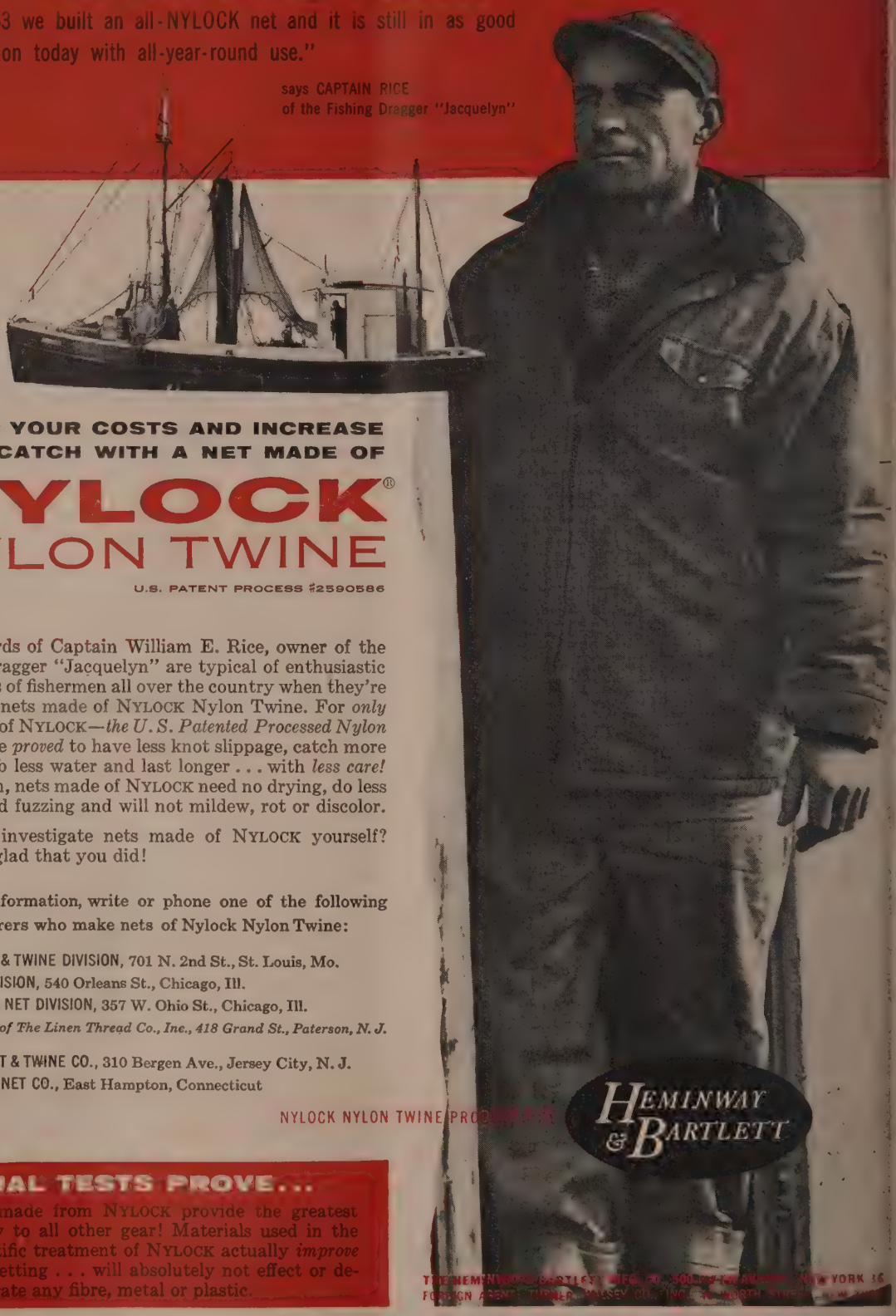

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* *Divisions of The Linen Thread Co., Inc., 418 Grand St., Paterson, N. J.*

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ontinuous Grated Tuna rocess for Westgate

Westgate - California Tuna Packing o. has installed a continuous line orking the grating machine in its an Diego plant.

The grated tuna is fed from the ating machine to a Carruthers Pak- ormer by conveyor belt. The Pak- ormer fills the cans by special ıethod.

In the past the grated tuna was ıoved in a stainless steel tub to a bin or feeding into the packing machine.

Canned tuna from Westgate-Califor- ia sells under the *Breast-O'Chicken* ıbel through a new sales organization nown as Breast-O'Chicken Tuna, nc.

A recent sales report from this can- ery states that for the first 10 months f 1953, consumer purchases of *Breast-O'Chicken* tuna was 13% igher than for the same period of 953.

Jack Mendenhall Leaves Ketchikan Storage Post

J. W. "Jack" Mendenhall, who for nany years has been manager of the Ketchikan Cold Storage, currently is on six-months leave of absence from his duties, and at the end of the period s expected to undertake the manage- ment of one of the utilities owned by he holding company controlling the Ketchikan plant.

Mr. Mendenhall has been spending a part of the winter in California and was in Seattle briefly at the end of Jan- uary to attend the meeting of the In- ternational Pacific Halibut Commis- sion, of which he is a member.

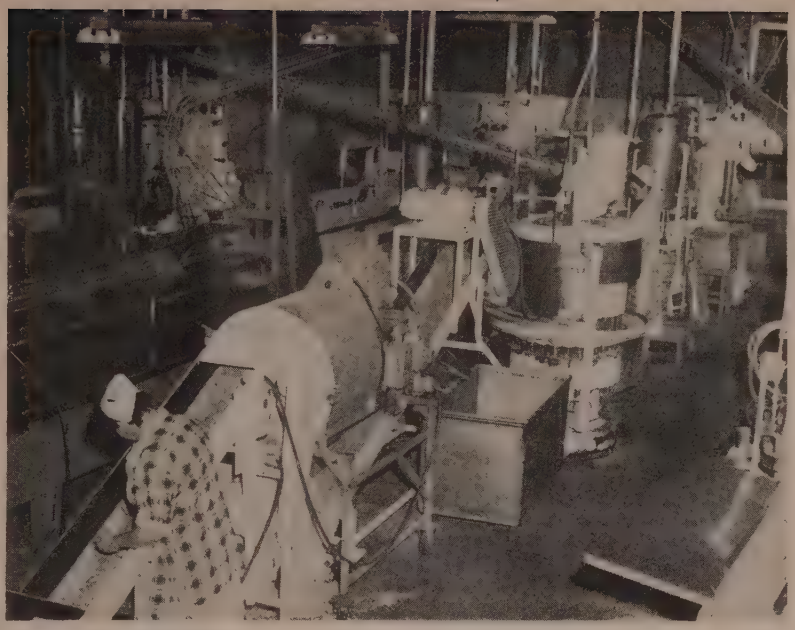
James G. Pinkerton, who has been Mr. Mendenhall's assistant at Ketchi- kan for a number of years, is in charge of management of the cold storage there.

Japanese Bering Sea Crab Quota Unchanged

The three Japanese fishery compa- nies operating the factory ship *Tokei Maru* in the Bering Sea King crab grounds have announced a production target for 1955 as 57,000 cases of King crabs and 8,000 cases of "Zuwai" or Tanner crabs.

Target compares with an actual 1954 pack of 59,850 cases of King and 3,457 cases of Zuwai crab. (All figures on the basis of cases of 48 halves.

It is understood that the three co- operating companies — Nippon Sui- san, Taiyo and Nichiro—this year ex- pect to study closely the packing of Zuwai crabs from the standpoint of cost and profit.



Packing End of the continuous grated tuna line in the Westgate-California cannery at San Diego. Carefully selected flakes go through a grater for reduction to uniform size and then to the high speed Carruthers Pak-Former, which moulds cylinders of grated tuna and pops them into cans.

Japanese Winter Albacore Far Exceeds Export Quota

Winter Albacore production by the Japanese was reported excellent in February. By the first of that month 27,000 tons of Albacore already had been shipped from the winter pro- duction and there was but 3,000 tons of the quota to be filled.

It was anticipated that the winter catch to the end of the season in March would approach 50,000 tons.

The export price of winter Albacore at time of report was $310 to $315 per tion, with a few sales reported at $320.

Close observers of the export tuna business believed that the total ship- ments of frozen tuna this year from Japan to the United States would at- tain 53,000 tons.

● Tuna canners in Japan have been giving intense study to the fundamen- tals of their production and export pol- icy, and are reported to have come to the conclusion that their production should be coordinated as far as pos- sible with market conditions in the United States.

Indications are that the Japanese tuna canning industry presently is aiming at an annual production target of about 1,800,000 cases, of which 1,- 500,000 cases would be shipped to the United States and 300,000 cases to other export markets — which proba- bly means the United Kingdom, when and if canned fish imports there are put on a "free" basis.

Seasonally, it is expected that 1,- 350,000 cases of the Japanese tuna pack would be made during the sum- mer months.

Rationalized Radio Plan Offered by Salmon Groups

Radio signals from a San Pedro, Calif., station create serious interfer- ence on frequencies vital to salmon operations in Southeast Alaska, a numerous group of Alaska salmon operators told the Federal Communi- cations Commission in a formal state- ment in February. Relief through dir- ectional attenuation of the San Pedro signal is requested.

The salmon packers presented a number of recommendations with re- spect to revisions of Alaska radio rules and regulations. These in general are offered from the standpoint of practi- cal experience and seek to apply the F.C.C. reforms in most effective man- ner. Most of the suggestions are tech- nical in character. Perhaps the most important involves combining the two zones proposed for Southeast Alaska into a single zone.

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DOLLAR FOR DOLLAR this new Roebling Fishing Rope is the biggest value ever put on the market. It has top resistance to corrosion, *special* galvanizing protects every inch of every wire. The fibre core is impregnated with a preservative that prevents excessive absorption and reduces the harmful action of salt water, mildew and dry rot. Roebling preforming assures easier handling, smooth drum winding...and practically abolishes all tendency to kink.

Make it Roebling's new Preformed Special Galvanized next time you order fishing rope. And remember that for standing rigging and every other purpose there's a Roebling wire rope for complete dependability and service economy. Call your distributor or the nearest Roebling office. They're in the yellow pages. John A. Roebling's Sons Corporation, Trenton 2, N. J.

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Fred Bobsien, Captain of the "Merrimac" a "Sportsfisher" says, "I replaced a gas engine earlier this year with my '4-51' G. M. Diesel and can already show a $130 a month saving in fuel alone. If General Motors made this engine five years ago I'd have bought it then, 'cause it's the only Diesel made that is small enough to fit my boat. Those boys at West Coast Engine & Equipment Co. surely know their business. The '4-51' has greater power. Now I can fish one hour longer on a Farallon Island run than before and be in at the dock with the rest of them. It has increased the rideability of my boat 100% and my passengers feel absolutely safe in any kind of weather because this G. M. '4-51' runs just like a fine watch all day long and every day of the week. It's the sweetest marine engine a boat owner can operate."

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Mrs. Martin Bogdanovich Of Star-Kist Passes

Mrs. Antoinette Bodganovich, vice-president of Star-Kist Foods Inc., and widow of the founder of French Sardine Co., died January 16 at her home in Rolling Hills after a long illness.

Mrs. Bogdanovich was greatly respected and admired in the industry for her intelligence and charm. Working with her husband, Martin Bogdanovich, and later with her son, Joseph, now president of Star-Kist Foods and French Sardine Co., she contributed greatly to the success of the company which began packing sardines on Terminal Island and later turned, with equal success to tuna canning, under the Star-Kist label.

She came to San Pedro with her husband 40 years ago from Yugoslavia. She leaves her son and six daughters: Mrs. John P. Tripps; Mrs. Manuel Laraneta, Mrs. Donald P. Loker, Mrs. Nicholas F. Trutanic, Mrs. Walter H. Brewer and Miss Geraldine Bogdanovich; two sisters; eight grandsons and five granddaughters.

Fisheries Technologists Announce Annual Meeting

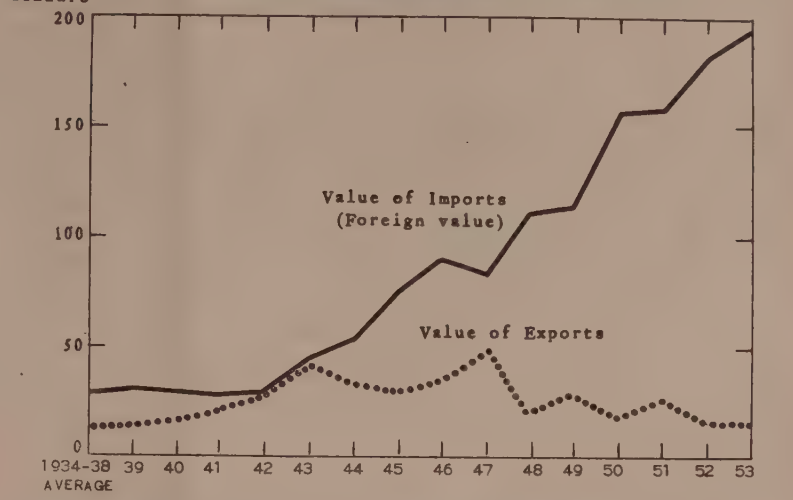
Sixth annual meeting of the Pacific Fisheries Technologists will be held March 27 to 30 at Harrison Hot Springs Hotel, it is announced by Lyle A. Swain, president, and P. A. Sunderland, secretary-treasurer.

The program will consist largely of panel discussions of live technical subjects, as follows: Fish Transportation, led by Phil Callahan; Fish Sticks, Chas. Butler; Fish Oil, W. Chalmers; Fish Meal and Solubles, H. L. A. Tarr; Analytical Methods, F. B. Sanford; together with informal discussions and instructive films on various subjects and a "question and answer" session, for which members planning to attend are urged to bring in questions for the final session.

Japan-China Negotiations For Vessel Security

Late in 1954 a comprehensive organization known as Japan-Chinese Fisheries Conference was formed in Japan for the purpose of negotiating with designated authorities of Communist China for security in the operation of some 900 trawling vessels of west Japan. This followed announcement by Red China in October of its desire that such an organization of Japanese private interests be formed. A formal invitation came to Japan in December, and on Jan. 8 a delegation of 11 men of this organization flew from Haneda Airport for Peiping via Hongkong.

VALUE OF U. S. IMPORTS AND EXPORTS OF EDIBLE FISHERY PRODUCTS, 1934-38 AVERAGE AND 1939 TO 1952



Fish Products Tariff Fight Swings Into Congress Arena

• Defensive tactics of the fishing industry against adverse tariff swung into the new Congress soon after it convened, and were being pressed vigorously before the Ways and Means Committee early in February.

Tariff became a hot issue early in December at successive hearings before the U.S. Tariff Commission and the Committee on Reciprocity Information; and then was carried into Congress.

The tuna industry presented a vigorous case, with Harold E. Cary, general manager of the American Tunaboat Association declaring the industry was experiencing "widespread distress". He characterized the trade treaty as being "nothing less than a wanton act" which would work grave harm to the domestic industry.

California tuna canners' position with respect to the tariff on canned tuna and the free list status of frozen was presented by Donald P. Loker, president of the California Fish Canners Association, and vice president of Star-Kist Foods, Inc.

The Pacific crab industry presented an earnest case, with Oregon and Washington Congressmen Norblad, Tollefson, Westland and Mack backing its arguments vigorously.

Status quo in the reciprocal trade agreements act was sought by the Association of Pacific Fisheries, Alaska Salmon Industry, Inc., and the Northwest Salmon Canners Association. These spokesmen for the salmon industry pointed to the fact that the present 15% tariff on canned salmon permits the import of goods from Japan and Canada, and contended that any lowering of this tariff would be disastrous to the American industry and at the same time would not be necessary for the economic health of other salmon canning countries.

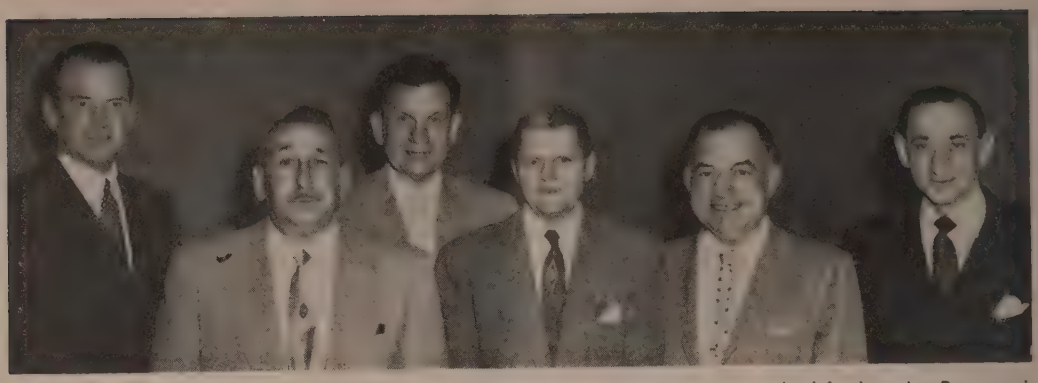
Jack Doran, Calpak Fish Executive, Dies

The California canning industry was shocked last month by the sudden death of Jack Doran, District Superintendent, California Canned Foods Division of the California Packing Corporation, and former legislative representative to the California state legislature. Mr. Doran's death occurred in San Francisco on January 21, following a sudden heart attack.

A native of Sacramento, Mr. Doran had served 30 years with the California Canned Foods Division, starting as retort clerk at Sacramento Plant 11 in 1925. He was appointed superintendent of Yuba City Plant 14 in 1939, and remained there until his promotion to Division Industrial Relations Manager in 1950.

In 1952, Mr. Doran was named assistant operating manager, California Canned Foods Division. He became a district superintendent one year later. As part of his duties Mr. Doran was in charge of the operations of Calpak's fish canneries at Monterey and Oxnard.

Mr. Doran is survived by his wife, Helen, of San Francisco, and a daughter, Mrs. Patricia Wafford of Georgia.



Northern California Sea Food Institute officers—John Gilchrist, legislative representative, on the left, then: Joe Devencenzi, Marine Packers, San Francisco, president; Joseph C. Tarantino, Bell Smoked Fish Co., secretary-treasurer; T. Neil Taylor, Norfish Sales Co., Oakland, trustee; A. B. Caito, Noyo River Fish Co., Fort Bragg.

Legislative Problems Concern California Seafood Institute

An organizational dinner meeting of Northern California Sea Food Institute held recently at San Francisco, and attended by some 50 representatives of California wholesale sea food producers and sea food brokers and distributors, heard John Gilchrist, legislative representative, tell of some of the problems the industry faces at the current legislature, and George J. Christo, Northern Packing Co., and secretary of the San Francisco Sardine Association told of the struggle of the California sardine industry against adverse legislation.

President of the group is Joe Devencenzi, Marine Packers, San Francisco; Lionel Shatz, A. Paladini, Inc., San Francisco, vice-president; Joseph C. Tarantino, Bell Smoked Fish Co., San Francisco, secretary-treasurer.

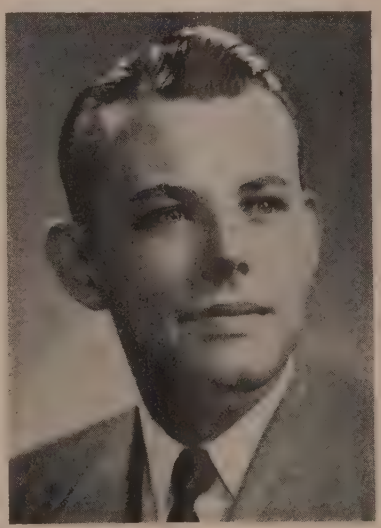
The board of trustees is composed of A. Caito, Western California Fish Co., San Francisco; Ed Puccini, A. Puccini & Sons, San Francisco; Tom Lazio, Tom Lazio Fish Co., Eureka, and Neil Taylor, Norfish Sales Co., Oakland, as well as the above named officers.

A legislative committee was set up, and consists of Lloyd Turnacliff, Meredith Fish Co., Sacramento, chairman; A. Caito, Western California Fish Co., Tom Lazio, Tom Lazio Fish Co.; Gib Hunter, Hunter & Foland, Eureka; and Joe Flanagan, J. P. Flanagan & Co., San Francisco.

Chairman of the membership committee is Guido DiPiano, Central Fish Co., Oakland; Gib Hunter, Hunter & Foland, Eureka; Joe Flanagan, J. P. Flanagan & Co., San Francisco, Mario Alioto, F. Alioto Fish Co., Frank Balestrieri, Joe Balestrieri & Co., San Francisco, and Rosario "Ritzy" Lazio, Riverside Fisheries, Pittsburg.

Heading the labor-management committee is: Joe Balestrieri, Joe Balestrieri & Co., and on the committee are: A. Caito, Western California Fish Co., Sal Tarantino, F. Alioto Fish Co., San Francisco; Frank Alioto, Standard Fisheries, Inc., San Francisco, and Lionel Shatz, A. Paladini, Inc., San Francisco.

Headquarters of the organization are at the offices of Joseph C. Tarantino, Bell Smoked Fish Co., 490 Jefferson st., San Francisco, Calif.



George E. Steele, Jr., who succeeds Charles R. Carry as Director of the Fishery Products Division, National Canners Association.

Geo. Steele Heads Fish Division of N.C.A.

George E. Steele, Jr., executive secretary of the Southeastern Fisheries Association, Jacksonville, Fla., since August, 1953, has been appointed director of the Fishery Products division of the National Canners Association, succeeding Charles R. Carry, who resigned Jan. 1 to become executive director of the California Fish Canners Association. Mr. Steele assumed his new duties Feb. 1, conducting the special services accorded seafood canners by the N.C.A.

Mr. Steele is a native of Jacksonville, Fla., and an honor graduate of the University of Florida, for which he was for a time assistant to the director of public relations. He later served as director of civic affairs for the Greater Tampa Chamber of Commerce; and, for the Southeastern Fisheries Association, serving producers of Florida, Georgia, Alabama and the Carolinas, handled many member problems at local, state and international levels. He has also been active in public relations and promotional activities for shrimp on a national scale.

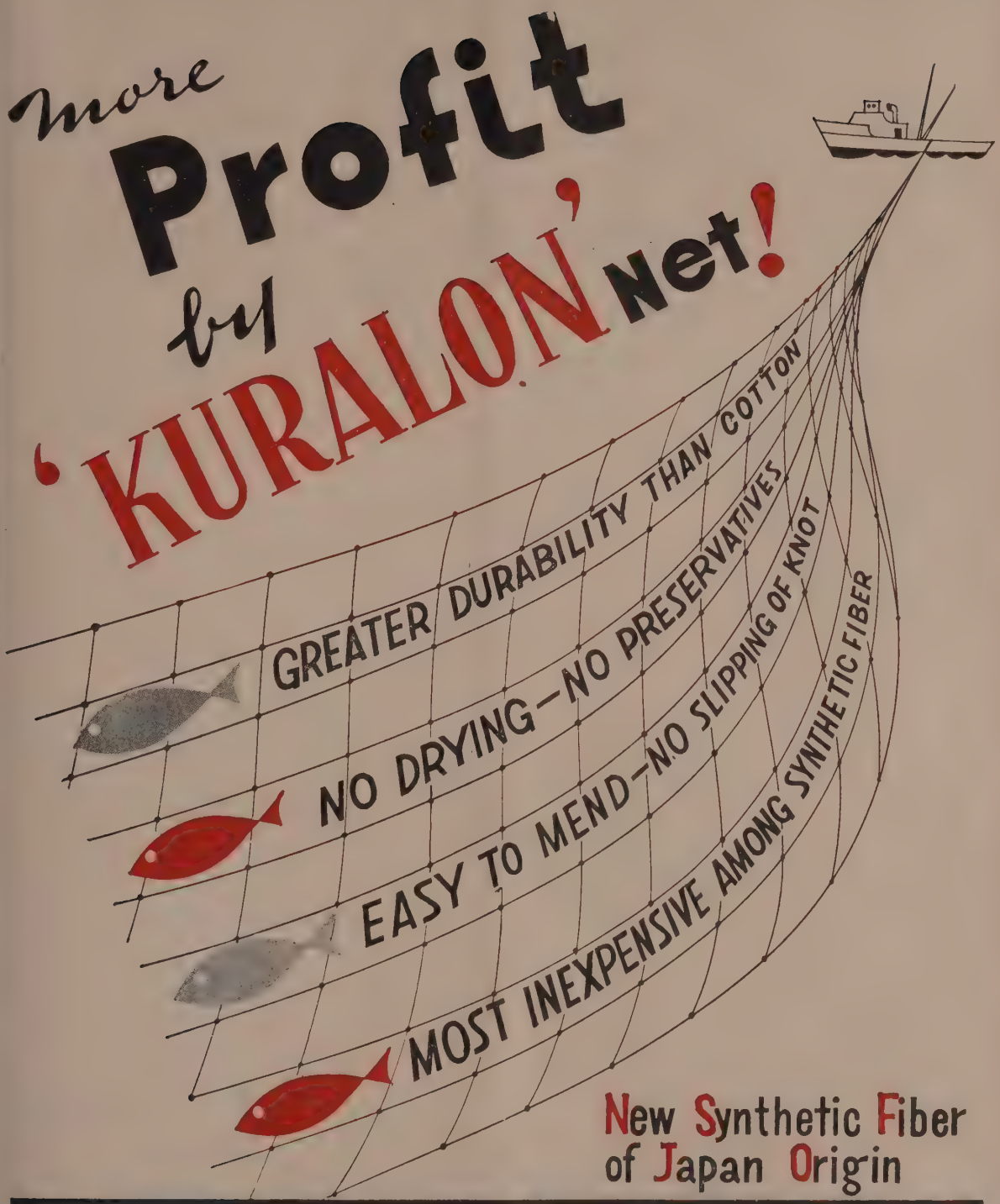
Howard Hamilton, Canco Executive, Passes

J. Howard Hamilton, known on the Coast as assistant manager of sales for the American Can Co.'s Pacific division from 1944 to 1950, and since then commodity manager in that company's general sales department in New York, died Jan. 8, aged 52.

Mr. Hamilton joined Canco as a salesman in Chicago in 1936, and was loaned to the War Department from 1941 to 1944 as a consultant on canned foods procurement; being presented with the Department's Exceptional Service Award—"Serving without compensation, he achieved results which stand out as an example of efficient wartime procurement". In his war service he was in close contact with the Pacific fish canning industry, and won its high esteem.

South Coast Canner Dies

John R. Mirkovich, 67, a partner in South Coast Fisheries, Terminal Island, died in January in a San Pedro hospital. He was a native of Yugoslavia and had lived 37 years in San Pedro. He leaves his wife, Frances, and three sons, Anthony, Matthew and Joseph.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Canada Names Ozere Assistant Deputy Minister

Samuel Vincent Ozere, former director of legal services for the Canadian department of fisheries, Ottawa, has been appointed assistant deputy minister of fisheries, succeeding George R. Clark, who recently replaced as deputy minister Dr. Stewart Bates, newly appointed president of Canada's Central Mortgage Corporation.

Mr. Ozere has taken part in many important international fisheries conferences, including those devoted to revision of the halibut treaty and establishment of port privileges for halibut vessels.

A few days following his promotion, Mr. Ozere was named as one of the Canadian members of the International Pacific Halibut Commission, succeeding Mr. Clark. The two other Canadian members are Harold Helland, Prince Rupert, and Richard Nelson, head of Nelson Bros. Fisheries, Vancouver.

Samuel Vincent Ozere, Canada's new assistant deputy minister of fisheries, member of the International Pacific Halibut Commission.

E. W. Norridge, Continental Salesman, Passes Away

Ed W. Norridge, sales representative, Continental Can Co., died of a heart attack at Los Angeles, January 8. It was his second such attack in the past several years. Connected with Continental for over 25 years, most of his sales work had been in the Southern California territory. Very well known, and extremely popular with the commercial fisheries fraternity, Mr. Norridge, 58, was born at Hartford, Conn.

Neal Carter's Activities Transferred to Ottawa

Dr. Neal M. Carter, who has been director of the Fisheries Experimental Station at Vancouver, B.C., for several years, will have to do his mountaineering after March in the Gatineau hills instead of in the lofty peaks of British Columbia.

Dr. Carter, who has climbed many of the Coast Range peaks during the past few years, has been appointed special assistant to Dr. J. L. Kask, chairman of the Fisheries Research Board, with headquarters in Ottawa. He was stationed at Prince Rupert before going to Vancouver.

Dr. Carter is better known as an authority on many phases of fisheries technology than as a mountaineer, and will take with him to Ottawa a wealth of information on that subject. Developments in the inspection and consumer service of the Canadian Department of Fisheries will require close association of the work of this service with the technological researches carried out by the board, and Dr. Kask believes that Dr. Carter will be of great assistance in this connection.

Dr. Hugh L. A. Tarr, assistant director of the Vancouver station, will take over as acting director on Dr. Cather's transfer east.

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STOP BOAT LEAKS
the MARPROX way
Sealers for every sealing need!
SEALER 700 – black rubber mastic
SEALER 1000– multi-purpose gasket cement
GRIT 500– for-non-slip surfacing
SEALER 800– white rubber mastic
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SEAL PATCH 600– liquid rubber adhesive
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Lightweight Anchor
FOR 17 YEARS!
NORTHILL ANCHORS
There's good reason for owners of boats up to 80 feet long to prefer Northill anchors. Thousands of skippers have discovered that these rugged anchors dig in the minute they touch the bottom... and the harder the blow, the harder they hold. Break out easily, too, because their scientific design keeps them from burying too deep. 3 to 105 lbs. Easy to handle and stow.
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FOOD FISH MARKETING

ection of PACIFIC FISHERMAN--

News and Views of National Trade in Fish and Shellfish

March, 1955

Lenten Leverage Counted Upon To Get Tuna Sales On-the-Step

Tuna sales followed the "normal" ebruary pattern, according to Cali-ornia tuna cannery sales managers, nd with only the normal fluctuations n shelf prices.

Inventory was considered to be the reatest in the history of the Cali-ornia tuna industry, and not much eduction was expected until the big enten spurt in buying of fish and eafood products.

In the meantime the California tuna ndustry was making a gallant fight o reduce the threat to tuna of in-reased foreign competition. There vere indications that industry leaders vould take the problem to Congress. Four Southern California congress-nen have already started work on the roblem, working with Harold Cary, American Tunaboat Association, and Donald P. Loker, California Fish Canners Association.

In the Los Angeles-San Diego area, helf prices were running close to hose advertised in daily newspapers by major chains in late 1954. Von's, Los Angeles, was offering *Breast o'Chicken*, chunk, at 29c; also *Star-Kist* at the same price. However, Von's in the same newspaper ad had *Chicken of the Sea*, chunk, 6-oz. can, at 27c. Thriftimart and A&P in the same week advertised *Chicken of the Sea*, chunk, light meat, for 29c. *Bumble Bee*, from the Northwest, was advertised, light meat, chunk style, for 27c, at the Shopping Bag.

Way down the list in price was Thriftimart's ad for *Surf Mist* and *Bay Pride*, light meat, solid pack, 7oz. n brine for 19c.

San Pedro stores in late January advertised *Chicken of the Sea*, chunk, for 27c; *Star-Kist*, chunk, for 31c; and *Chicken of the Sea* red label at 37c.

Star-Kist tuna prices were advertised in a San Diego paper four for 95c. In San Diego, too, *Flying Cloud* and *Bonita* flaked tuna were offered by A&P 2 for 27c, 6-oz. cans. *Breast o' Chicken* solid pack headlined at 35c. DeFalco's advertised *Nielsen's* grated tuna at 2 for 49c. *Booth's* deviled tuna was advertised by the Mayfair chain, 3-oz. can, at 13c.

Piggly-Wiggly in San Diego described Van Camp's grated ½ can for 19c as "best for creaming or sandwiches."

All major canneries were developing 1955 advertising campaigns in full force. Star-Kist, through Rhoades & Davis agency, has underway three T. V. program: David Garroway's "Today"; Arlene Francis: "Home," Steve Allen's late program, "Tonight." On the radio, Star-Kist is promoted by Mary Margaret McBride. Lenten magazine advertising is scheduled for March and April issues.

Jerry Scharer, sales manager for Star-Kist, appeared on Star-Kist's NBC entertainment special closed circuit telecast. This first-of-its-kind show was in color and was directed to the grocery trade in 100 areas in the United States, and originated in New York.

Breast o'Chicken, Inc., San Diego, has engaged the filmed Liberace TV program for the promotion of its tuna in Chicago area, Buffalo, Houston, San Diego and New Orleans. In addition there will be specific Lenten promotion.

California Canned Tuna Pack—December, 1954

(In cases of 48 cans, except as indicated)

	Solid Pack	Standard Pack	Chunks	Grated, Flakes	Dark & Light	Tonno	*Misc.	Total
White Meat								
1 lb.	405	...	...	...	...	...	...	
½ lb.	37,010	...	24,664	13,137	656	...	...	
¼ lb.	9,439	...	...	...	...	...	...	
½ lb.	...	...	...	...	...	...	1,753	
TOTAL in ½ lbs.	...	...	...	...	...	...	...	**82,750**
Lightmeat Tuna								
4 lb. 12s	...	...	1,887	754	...	...	...	
1 lb.	1,440	...	2,468	266	...	...	...	
½ lb.	96,787	3,651	433,487	103,630	2,738	6,506	...	
¼ lb.	12,878	...	26,012	...	...	†5,481	...	
½ lb.	...	...	...	...	...	...	6,401	
TOTAL	...	...	...	...	...	...	...	**691,756**
Bonito								
½ lb.	...	1,323		8,295	...	...	...	**9,618**
Yellowtail								
½ lb.	...	...	...	4,190	...	...	...	**4,190**
TOTALS	**157,959**	**4,974**	**486,518**	**130,272**	**3,394**	**11,987**	**8,154**	**‡788,314**

*Tuna specialty products converted to ½ lbs.
†¼ lb. 100s.
‡Total case pack, converted to ½ lbs.

Seattle Market

Canned salmon prices openly quoted at Seattle at presstime, for good, average quality, unadvertised brands follow:

Alaska—	
Red talls	$28.00-29.00
Red halves	16.00-17.00
King talls	24.00-25.00
Coho talls	25.00
Chum talls, summer	16.00
Chum talls, fall	15.50
Puget Sound—	
Sockeye, 48/2 h.f.	17.00
Sockeye, 48/2 m.f.	16.50
Sockeye, 48 quarters	9.50
Coho, 48 quarters	8.50
Chum talls	16.00

Canned Salmon— "REALLY ROLLING"

• Canned salmon's primary market sales personnel set-out for the Chicago conventions in February with a light step. "Salmon's really rollin'," said one as he grabbed his ticket and headed for the Hilton.

Sales managers and brokers alike were feeling better about things than in a long time.

Their end of the market was about cleaned-up, and they had a tidy National Canned Salmon Week well under way as a measure of help in maintaining the momentum of salmon's movement right to the dinner table.

Behind them was a satisfactory marketing experience that started with the arrival of the first fish 'way last summer, and continued into this spring.

They left the coast with stocks of everything except Puget Sound Sockeyes virtually exhausted. The U. S. Fish and Wildlife Service had given up publishing a price for Pink talls—literally none left.

Sockeyes were in full supply—true—but disposition all along the line, including that in the banks, was to regard the Sockeye inventory as the major part of this variety which would be available until the late summer of 1956.

Puget Sound operations would produce Sockeyes in 1955 — a limited quantity—but there would be need for the full carryover from 1954 to meet the steadily-rising demand which has developed for Sockeyes since it became apparent that future volume of this fine item would be larger and consistently available.

• *SOLE SOUR NOTE* — The only sharp disappointment to beset salmon sellers in recent months was the failure to maintain the industry-wide canned salmon promotion campaign.

To this effort, which had been pursued actively for a couple of years, must go much of the credit for the current health of the salmon market.

This year, because of that health, it proved impossible to continue the treatment which had contributed importantly to that health.

It's the old story of not needing to fix the roof when it isn't raining.

• *WEEK IS STRONG*—Feeling that failure to apply to salmon selling a follow-through push which would carry right up to the consumer, a group of Pacific canned salmon brokers and sales managers started the year with a promotion of their own for the benefit of the industry.

They dusted-off National Canned Salmon Week and set it in motion with E. B. McGovern at the wheel.

Timed for the first week of Lent—Feb. 23 through March 1—the promotion won ready support throughout the country. Key brokers in 85 principal markets were appointed area chairmen and charged with coordinating the efforts of food brokers in their territories.

Grocery chains—the very largest—and wholesale grocers also showed real interest and willing cooperation.

Perhaps the most stimulating early result of the promotion was the demonstration to the salmon industry that the recent renewed vigor of salmon sales had commanded new interest in salmon on the part of the grocers as well as the housewives.

D. F. Brennan, in charge of sales in the Salmon Department of Libby, McNeill & Libby at Seattle, where he succeeded A. L. Lammert. Guy V. Graham, vice president of the company, is in general charge of salmon operations.

D. F. Brennan in Charge Of Libby's Salmon Sales

Daniel F. Brennan, recently transferred from Libby, McNeill & Libby Chicago, has been appointed in charge of that company's salmon sales, replacing A. L. Lammert, who is approaching retirement, it is announced by Guy V. Graham, vice president and manager of Libby's Salmon Division, Seattle.

Mr. Brennan was first employed by Libby in the New York City sales branch and was later transferred to vegetable sales department in Chicago traveling the eastern part of the United States as a special representative. He was later appointed assistant sales manager of the vegetable department with headquarters in Chicago which position he held until his recent appointment in Seattle.

the BRAND of DISTINCTION

Another OXENBERG Product

PACKED BY
INDEPENDENT SALMON CANNERIES, INC.
KETCHIKAN, ALASKA
Office: BELL STREET TERMINAL, SEATTLE 1

PREMIUM QUALITY!
NATIONALLY ADVERTISED!

BREAST-O'-CHICKEN TUNA, INC.
28th Street and Harbor Dr. San Diego, Cal.

ROBERT L. STIX, INC.
CANNED and FROZEN FISH
Call Us
For Your Supplies of
Danish Trout
260 West Broadway, N. Y. 13, N. Y.
Tel: WOrth 2-7527 TWX: NY 1-67

P. F.'s Recipe-of-the-Month— Gil Kuhn's Shrimp Cabrillo

When Gil Kuhn cooks shrimp in San Diego, all the shrimp gourmets gather together, and, in particular, for his recipe for *Shrimp Cabrillo*. Gil should know shrimp, for he is vice-president of Marine Products Co., one of the major importers of shrimp from the West Coast of Mexico.

In his home overlooking San Diego bay, Gil prefers to cook outdoors, but the basic ingredients are the same, regardless of whether he cooks his shrimp indoors or at the patio. Follow these directions and you'll have a dish everyone will like:

Take a 6 or 8" skewer and place, alternately, a mushroom cap, a piece of bacon (one inch strip), a cooked shrimp. Continue this until the skewer is full.

Dip the skewered shrimp in oil that has been seasoned with dry mustard, garlic, Worcestershire sauce, salt and pepper. Roll in fresh bread crumbs and broil in a hot broiler (or barbecue outdoors).

C. Miles Reinke of Reinke & Amende, Los Angeles, brokers for shrimp importers, Marine Products Co., samples shrimp from the West Coast of Mexico, prepared Shrimp Cabrillo by Gil Kuhn of Marine Products Co., San Diego. Mr. Reinke is secretary of the National Fisheries Institute.

Shrimp Market Firm

West Coast of Mexico shrimp production was limited during the first month of 1955, with the market firm. Brown shrimp was beginning to show in the nets of the shrimp trawlers.

Prices, Los Angeles:

80c	under 12s
75c	under 15s
65c	16-20s
60c	26-30s
50c	31-40s
45c	41-50s
40c	over 50s

Brown shrimp was selling from 5 to 7c less; and No. 2s, 3c less.

Jerry Williamson Joins Fortune Fisheries

Jerry Williamson, son of Jack Williamson, partner in Fortune Fisheries, San Francisco sea food factors, is now associated with his father and his father's partner, Bob Cole, in the sales department of the company. After serving 21 months in the Army Jerry had a three months' training period with San Juan Fishing & Packing Co., Seattle.

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Quality Pink Salmon
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America's best advertised brand of salmon
BUMBLE BEE Seafoods
COLUMBIA RIVER PACKERS ASSN., Inc.
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Dooms Sells "Bellanna" Products in Bay Area

Wm. O. Dooms Co., Oakland sea food brokers and distributors, has been appointed the northern California distributor for the Bellanna bulk salmon and halibut produced by the New England Fish Co., Seattle, according to William O. Dooms, head of the company.

The Dooms company now represents the New England Fish Co. in all its lines in northern California, including both bulk and frozen packaged goods.

Charles Kearney, for many years with Norfish Sales Co., Oakland, is now associated with Wm. O. Dooms Co. handling all sales of bulk fish.

The company has more than doubled its office space at 3105 Grove st., Oakland, Calif.

Wilbur-Ellis Distributes Africa-Packed "Sardinettes"

Vredenburg Food Products, Pty., Vredenburg, Cape Province, South Africa, has made arrangements with Terminal Island Sea Foods, Ltd., Terminal Island, Calif., former sardine processing plant, to pack Sardinettes, using the process and special sauce recipe owned by that company.

The machinery was purchased from Terminal Island Sea Foods Ltd., and has been shipped to South Africa. It is expected that packing will start in March or April and first shipments will be received in the United States in the latter part of June or early July.

Sardinettes are sardine fillets, packed in a special sauce, in ½-lb. flat fillet cans, and cellophane wrapped. This fancy pack will be distributed in the United States by Wilbur-Ellis Co., international fishery factors firm, with headquarters in San Francisco.

Packaged Swordfish Proves Popular Item

The growing popularity of packaged frozen seafood in Southern California is testified by the consumer demand for *Orica* brand swordfish, produced and packaged in Japan, and imported by the Orica Trading Co., Los Angeles.

James T. Ota, Orica Trading Co., has as brokers Koulouris and Casaretto Co., Los Angeles, Henry Dowden Co., San Francisco and Joseph A. Rich Co., Boston. Mr. Ota since the mid 1930s has supplied the California tuna canners with frozen tuna from Japan.

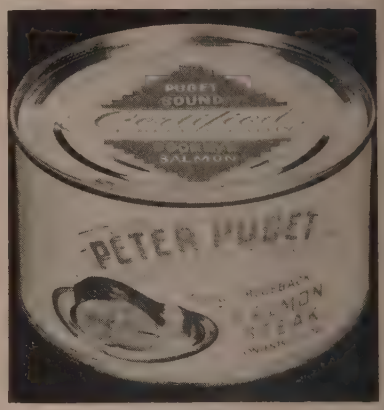
Frozen Japanese swordfish is available in institutional fillet packs as well as in consumer steaks from which all the dark meat has been removed. Orica Trading Co. is also prepared to supply canned King crab meat, smoked oysters, clam meat, trout, etc.

Gavin Bros. Active For Sockeye Promotion

A promotional program on Puget Sound Sockeye salmon has been undertaken to merchandise 1954's near-record catch, it is announced by Gavin Bros., Inc., Seattle canned seafood distributors.

The program will feature the brand name *Peter Puget* and the theme will extoll the salmon as "World's Finest from the cold, blue waters of Puget Sound". All cans will carry a "Certified Finest Quality" outsert label. The seal is also carried into point-of-sale material.

According to Gavin Bros., the program is backed by prominent canners of Puget Sound Sockeye salmon. They



report excellent initial response from trade buyers.

Distribution plan is to start marketing on the West Coast and to use advertising on a regional basis.

Snider to Empire

Snider Bros. Fisheries, which have been operating for some time at Eureka, are planning to move this spring to new headquarters at Empire, Ore., near the entrance to Coos Bay, according to a statement by Austin Snider.

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SALMON

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STEAKS FROM THE PACIFIC!

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SALMON HALIBUT and FISH

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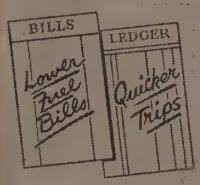

With Radiomarine Loran you can take advantage of favorable ocean currents that conserve your fuel. Quick positioning in any weather means cutting trip time . . . eliminating costly delays. And for fishing men, Radiomarine Loran helps you find the most profitable fishing banks quicker, indicates when you arrive, and helps keep you directly on your fishing position at all times.

Saves You Effort

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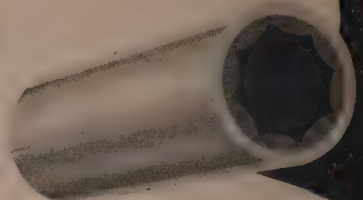

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"Green Breaker"

PINK
"Waterfall"—"Ocean Blue"

CHUM
"Golden West"—"Golden Glow"

Cannery: **ANACORTES, WAS**

ende, senior member of the Los food brokerage firm of Amende & Schultz.

enteen Lobster bution Expanded

ge E. Fuller, president of San n Corporation, importers of Coast of Mexico lobsters, re- n Mexico City concluded plans e Mexican Lobster Coopera- r expanding sales and distribu- whole cooked San Kenteen s throughout the West Coast entral United States.

Kenteen now maintains stor- rigeration facilities in Los An- San Francisco, Portland and Present shipments from Baja nia are approximately 200,000 per week.

latest feature for the seafood a new pack which will shortly effect, with San Kenteen whole packed in 25, 50 and 100- cartons for the wholesale trade.

Amende & Schultz Take Wakefield Crab Agency

Lowell A. Wakefield, Seattle, has announced the appointment of E. E. Amende and E. H. Schultz as brokers for Wakefield's Deep Sea Trawlers, Inc., producers of Wakefield's famous King crab.

E. E. Amende and E. H. Schultz will operate their brokerage firm at 337 South Anderson St., Los Angeles 33, under the name of Amende & Schultz, frozen food brokers, and will seek representation of other non-conflicting quality sea food producers.

E. H. Schultz has been selling fresh and frozen sea food products in the Southern California and Arizona area for the food brokerage firm of Reinke & Amende for the past 8½ years. E. E. Amende has been in the frozen food brokerage business for the past 28 years. Their experience and close relationship with the wholesale distributors in the greater Southern California market qualifys them to give complete and aggressive coverage for the products of their principals.

Amende & Schultz state their policy is to give gracious, courteous and sincere service, tailored to the needs of their principals and buyers.

Chris F. Moe, Fish Smoker, Passes at 68

Christian F. Moe, universally known throughout the fish business of the Pacific Northwest as "Chris" Moe, died at Seattle early in February at the age of 68. He had been ill for several months.

Mr. Moe was the owner of the Superior Fish Co., an important factor in the cured fish trade, specializing in smoking and kippering, and shipping its products over a large area.

He had engaged in this business in Seattle since 1913.

Ed Schultz, of Amende & Schultz, holding one of the Wakefield King crabs.

Tuna Imports Blamed for Van Camp Plant Closing

San Diego tuna cannery of the Van Camp Seafood Co. shut-down for an indefinite period early in the year.

The company's statement relative to the closure said it resulted from economic conditions largely due to tuna imports. The company's position was presented in these words:

"Bob Beamon, plant operations manager, explained that the action was being taken with great reluctance, but was necessary as an economy measure. Packing operations, for the present, will be concentrated in San Pedro.

"One of the world's largest canneries, the Van Camp plant employs some 800 people with a gross payroll of over $1,500,000 annually, and processed fish valued at more than $13,000,000 in the last year. The 80 independently owned and operated tuna clippers which supplied the Van Camp plant are valued at over $20,000,000 and are manned by 1,000 San Diego fishermen. Clippers delivering to the San Diego plant will be unloaded in San Pedro as fish is required for processing.

"A major factor in the need for retrenchment is the history of continually and rapidly rising imports of tuna in the United States. This has been the subject of Washington hearings with no result beneficial to the U.S. industry. Even now, the U.S. government is considering granting drastic tariff cuts in a trade agreement with Japan which will insure the continuance of the U.S. industry's decline in its share of the domestic market and its ultimate demise.

"Van Camp explained the plant would re-open again as soon as economic conditions permitted."

Japanese Canned Salmon Target

anned salmon production on order of 1,200,000 cases is g predicted for the Japanese n-season operations in the th Pacific following an- ncement of the sharply in- sed operating program, as re- ed in detail in *Pacific Fish- an* for February.

he Japanese forecasters also talking about 200,000 cases canned crab — basis of 48 es.

o meet the demand of the ting operations, the Hokkai Manufacturing Co. main plant at Otaru has been operating three shifts for some time; and the Toyo Can Manufacturing Co., maker of canning machinery, is also operating under pressure.

Demand for "amylan," the nylon-type synthetic fiber used for the high seas gillnets, is so great that it is not expected that the full season's requirements can be provided by the time the mothership must sail. It is expected that shortages will be made-up by supply shipments to the fleet during the operating season.

Big Oyster Land Deal Brings Dredging to Puget Sound

• Modern oyster dredging comes to Puget Sound this spring as a result of one of the most important oyster land transactions in the history of Pacific oyster growing.

This was the acquisition by the Willapa Bay Oyster Co. of the Samish Bay holdings of Dr. S. Maimon Samuels of Seattle. The purchase involves approximately 700 acres of productive oyster land, currently carrying a crop expected to produce 100,000 bushels of oysters, although not all of these are currently ready for harvest.

Ed Gruble, proprietor of the Willapa Bay Oyster Co., initiated operation of the newly acquired property early in February, when modernization of the oyster-shucking plant at Blanchard was completed.

He expects to harvest the Samuels beds by means of a modern 50′ oyster dredge powered with an 85-hp. G.M. diesel. The dredge, built at Poulsbo, Wash., for the Poulsbo Oyster Co., another of Mr. Gruble's interests, is expected to introduce new harvesting methods to Puget Sound oystering. Although some dredging has been done on the Sound, it has been in a rather primitive way, and the new gear will apply methods long proven effective on Willapa Harbor. Alfred Lycell is skipper of the dredge.

The Willapa Bay Oyster Co. formerly operated at South Bend, Wash., using the former plant of the South Bend Oyster Co. This structure was on land required for highway right of way, which forced transfer of operations to other locations.

It is interesting that Samish Bay, where the new Willapa Bay Oyster Co. holdings are situated is the location of the first successful Pacific oyster plantings on this coast. It was there that the early Japanese importers of seed first undertook oyster cul about 1920.

All of the oysters produced on Willapa Bay company's Samish will be opened in the plant at Bla ard, the shucked oyster meats b shipped to the Hilton Seafoods plant in Seattle for processing.

Lassen Process Contribut To By-Products Return

The Lassen Process, patented Dr. Sven Lassen, has contrib greatly to the amazing develop of condensed fish solubles, as a product of fish canning.

The process is in use in mos the solubles condensing plants on Pacific Coast and in other part the United States and in other c tries. Headquarters for the La Process Co. is the Van Camp Food Co., Terminal Island, where Lassen is a consultant.

From Dr. Lassen's education in gineering and biochemistry came perfection of the process that revolutionized the fish by-proc business. Stickwater is no long stepchild that nobody wants.

Now the waste water from processing plants is chemically tre by the Lassen method until it y a rich return in recovered solids oil and condensed fish solubles w have become an essential part of for all kinds of animals.

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Lyle Christenson Retires As F.I.P. Superintendent

Lyle Christenson, who had been superintendent of the Fidalgo Island Packing Co. cannery at Ketchikan for a number of years, retired in January.

As a result of injuries suffered in an accident in 1949, Mr. Christenson feels that he can no longer continue the arduous tasks entailed in running a cannery operation. He will not lose contact with his friends in the industry and Fidalgo, as his relations will not be severed entirely. He will continue to act in an advisory capacity, and expects to spend some time during the fishing season, in Ketchikan. The active management of the Ketchikan cannery will be taken over by Mr. Fred Gunderson.

Characterizing Mr. Christenson as one of the real veterans of salmon canning in the Ketchikan district, Vance Sutter, president of the Fidalgo Island Packing Co., recalled that Mr. Christenson joined the company in 1920, serving it continuously for 35 years.

His first work with F.I.P. was as web foreman, from which he advanced to outside superintendent. He became superintendent of the Ketchikan operations in 1946, and two years later rebuilt the cannery in its entirety.

In 1952 Mr. Christenson built a new warehouse at the cannery, making it one of the most modern and efficient plants in the Territory. When not in Ketchikan, Mr. Christenson will make his home in Seattle.

Mr. Gunderson joins the F.I.P. staff after 10 years as superintendent of the Independent Salmon Canneries plant at Ketchikan. A bona fide Alaskan, he was brought up in Wrangell.

For two years, 1952 and 1953, Mr. Gunderson served as president of the Alaska Salmon Industry, Inc.

"Star-Kist" Lobster From Africa Offered

Star-Kist Foods, Inc., Terminal Island, is now selling under the *Star-Kist* label South African rock lobster, 6½ oz. can. The lobster is packed in the Union of South Africa and is labeled there in attractive light blue with white and dark blue lettering.

To Japan for Tuna

John Gizdavich of the Columbia River Packers Association staff left Astoria in February for Japan to represent that company in producement of frozen Albacore and lightmeat tuna for its canning operations.

The company already has commitments for tuna supplies sufficient for about six months of packing, according to T. F. Sandoz, president.

So much depends on the oil!

● The delicate flavor . . . the tempting freshness of your finest canned fish can be entrusted to Archer "S" because this clear, bland soybean oil has had every trace of odor removed by a special refining process. Also, you get the same high quality oil *every time you order*. Archer "S" *can't* vary. It's refined not in batches, but as an endless "ribbon" of oil. By streamlining refining, we are able to *streamline the cost* of Archer "S" too. Ask us for samples and prices.

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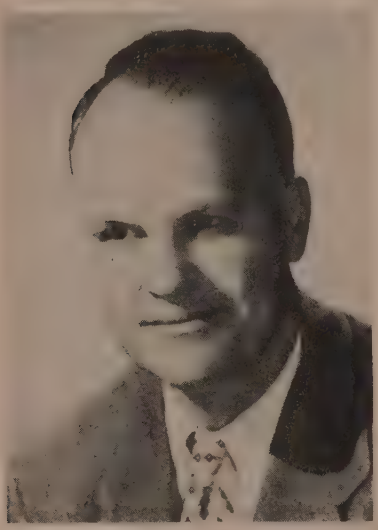
LINES and LEADERS



Kenneth Houts, named western regional sales manager for Marathon Corporation's frozen food packaging.

Marathon Names Ken Houts Western Region Sales Chief

Kenneth G. Houts, well known in the frozen food packaging industry, has been named Marathon Corporation's new western region sales manager for frozen food packaging.

According to an announcement made by Fred M. Deutsch, sales manager of the Marathon frozen food packaging division, Mr. Houts will assume his new position in the company's San Francisco sales office early in February.

Mr. Houts joined Marathon Corporation in 1942. He then served as field sales representative in the Pacific northwest from 1943 to 1953, when he returned to the Menasha home office as merchandising manager for frozen food packaging sales.

Curtis Rejoins Raytheon As Planning Manager

Kenneth V. Curtis of Shrewsbury, Mass., has rejoined Raytheon Manufacturing Co. as marine products planning manager—a position he previously held from 1945 to 1953.

Mr. Curtis was formerly with the Navy Bureau of Ships as a civilian contract engineer, coordinating radar design. He had previously spent five years as a radio operator and engineer, and two years in testing of electronic radiation equipment. He has written numerous articles in marine and boating publications on radar and other marine electronic navigation aids; is a recognized authority in his field, and has been summoned as a technical expert to testify as a witness in Admiralty Court, England, on marine collision.

T. O. Edwards Advanced In Tide Water Staff

Thomas O. Edwards, formerly general manager of the Avon refinery at Associated, northeast of San Francisco, has been appointed manufacturing manager of the western division of Tide Water Associated Oil Co., T. L. Wark, divisional general manager, announces. He succeeds W. P. Hugo, who has retired from the position after 41 years of service with the company.

Mr. Edwards joined Tide Water Associated in 1921, following graduation from the University of California.

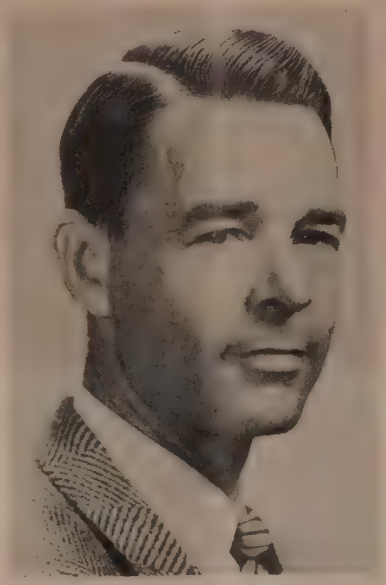
Roebling Announces New-Type Extra-Strength Steel Core Rope

Developments in wire manufacture and rope fabrication now permit John A. Roebling's Sons Corporation to announce a new line of wire ropes, with steel cores, having 15% greater strength than the strongest grade marketed heretofore.

In the past, one of the obstacles to rope of higher strength was a proportionate decrease in other qualities as the strength went up. The new rope has higher resistance to wear from bending and abrasion. Laboratory tests as well as on-the-job observations, over several years, have proved these facts, according to the Roebling announcement. Consequently, the new rope not only has higher strength, but will also deliver longer rope life.

The new rope will be manufactured primarily in preformed constructions. It will be a great boon to manufacturers of drilling and excavating equipment. It will allow the handling of heavier loads for longer periods, as well as the drilling of deeper wells. Because of its general ruggedness it will also last longer in logging operations.

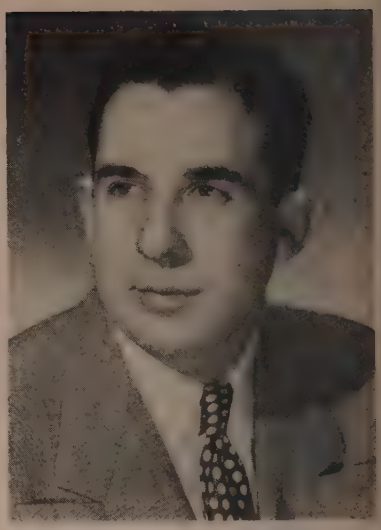
The higher strength rope will be obtainable in rope sizes ranging from ¼" to 3½". Industries that will benefit will be those which use a wire rope with independent wire rope core, such as marine, construction, oil, logging, mining and manufacturing. The new ropes are for use on shovels, draglines, wagon-scrapers and the entire gamut of earth-moving equipment, rotary rigs, cat arches and chokers, slushers and mining machines, hot-ladle cranes, dredges and the whole field of heavy-duty marine applications.



Kenneth V. Curtis, joins Raytheon technical staff again.

Fibreboard Products Moves Its Seattle Headquarters

Fibreboard Products, Inc. February 1 moved their Seattle Sales Offices to larger, newly-decorated quarters in the Skinner Building. George Langtry, Northern District Sales Manager, feels that in making this move his company will be better able to serve their customers in the constantly growing Seattle area.



Don Nafziger, who will manage the new Ketchikan establishment of Marine Construction & Design Co.

North Coast M.E. & E. Opens Ketchikan Engine Center

The North Coast Marine Engine & Equipment Co., Seattle, authorized marine sales and service representatives for Cummins diesel engines, in February established a branch at Ketchikan, Alaska, to provide a continuity of this service to boat owners and operators in that area.

Don Nafziger, Norco's Cummins repair specialist, flew north February 3 to take charge of the Ketchikan branch which will carry a complete stock of Cummins diesel parts and feature facilities for diesel engine repair. Other lines handled include Akervick trolling gurdies and gillnet reels and the Marco "Steelskif".

Norco's Ketchikan branch has just been appointed as a marine dealer for Nordberg gasoline engines and steps are being taken to furnish complete parts and repair service to Nordberg owners in Southeast Alaska.

Linen Thread Consolidates Salem, Ore., Operations In Eastern Plants

Steps are being taken to close the operation of the Miles Mill at Salem, Ore., it is announced by David L. Malcolm, Jr., vice-president for manufacturing of The Linen Thread Co., Inc.

Mr. Malcolm, who has been visiting the mill to work out the plans for closing, pointed out that the company has two large netting plants, at Baltimore and Chicago, and a large flax spinning plant at Paterson, N. J. Both netting and linen have been produced on a smaller scale at the company's plant in Salem, Ore. For some months plans have been in progress to consolidate operations in netting and in flax. The purpose is to make the whole operation more economical, while producing the best quality possible in all products and maintaining good service to the trade.

In the course of consolidation, moves will be made, starting at once, to close down the operations in the mill at Salem. The flax spinning will be run out, and the production will be transferred to the Barbour Mill, Paterson, N. J. The netting operations will be moved to the Knox Mill, Baltimore, and the Ederer Mill, Chicago, a machine at a time and without interrupting the supply to the fishing industry.

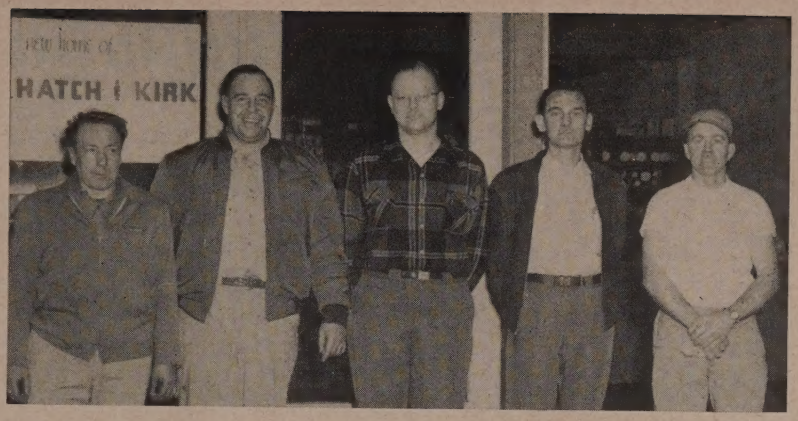
In these consolidated operations, Mr. Malcolm says, the products will reflect the benefit of the facilities in the larger plants, including research, both chemical and me-

nical; machine shop, quality control, flexibility of production and delivery. ll brands and products now manufac- ed at Miles Mill will be continued with- change or interruption, and distribu- n agencies and local stocks will be intained as heretofore.

reboard Adds Sales Staff

. P. Altick, Vice-President in Charge Sales, Fibreboard Products Inc., an- nces the appointment of two additional istant general sales managers: Hugh W. ks, formerly with the Marathon Corp., l M. R. Baruh, formerly manager of es promotion for Fibreboard Products, .

ndy Bendix, designed to fit close to the msman's vision, and to fit his pocketbook well, is this low-cost but wholly efficient pth recorder. It comes in three models with nding capacities for 0 to 40 and 40 to 80 homs; 0 to 25, 25 to 50, and 50 to 75 homs; and for shallow water to 50, 100 and 150 feet.



Hatch & Kirk Kingpins—Pictured at the entrance of the diesel service firm's new headquarters in Seattle, from the left: Sam Bell, chief engineer; Howard Fry, manager fuel injection department; Marshall Hatch and Jack Kirk, partners; Larry Schusted, sales representative.

Hatch & Kirk, Seattle Diesel Service Firm, Expands Facilities

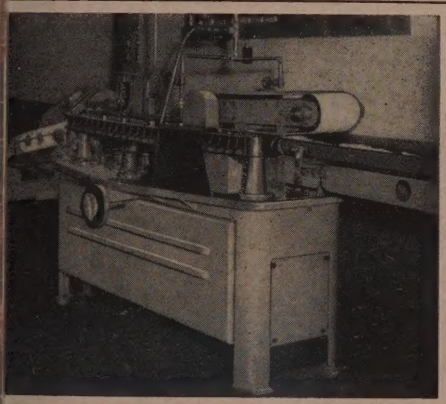
Hatch & Kirk, Seattle diesel engine service firm, is now established in new and thoroughly modern quarters at 5111 Leary Ave., where it repairs and services engines and handles a complete line of engines, parts and auxiliary equipment for diesels.

The firm's former location at 5307 Ballard Ave. is being retained for the time being as a repair shop, to be replaced later by another new building.

The move into the new headquarters location marked the tenth anniversary of the firm's entry into the diesel service field. While devoting its attention primarily to the Pacific Coast and Alaska, the firm reports that it frequently receives orders from the Atlantic and Gulf coasts from fishermen who remembered the Hatch & Kirk standards of service.

The new location gives greatly improved facilities to the fuel injection department, making it possible to add a number of items of equipment, including a hydraulic governor test stand, fuel pump test stand, laping machine, and other refinements for the service of fuel pumps and systems.

Partners in the firm are Marshall Hatch and Jack Kirk.



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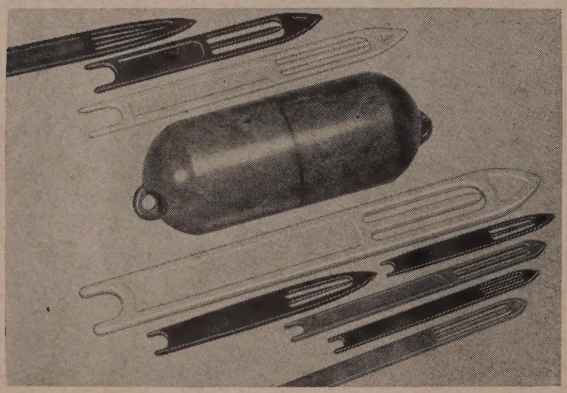

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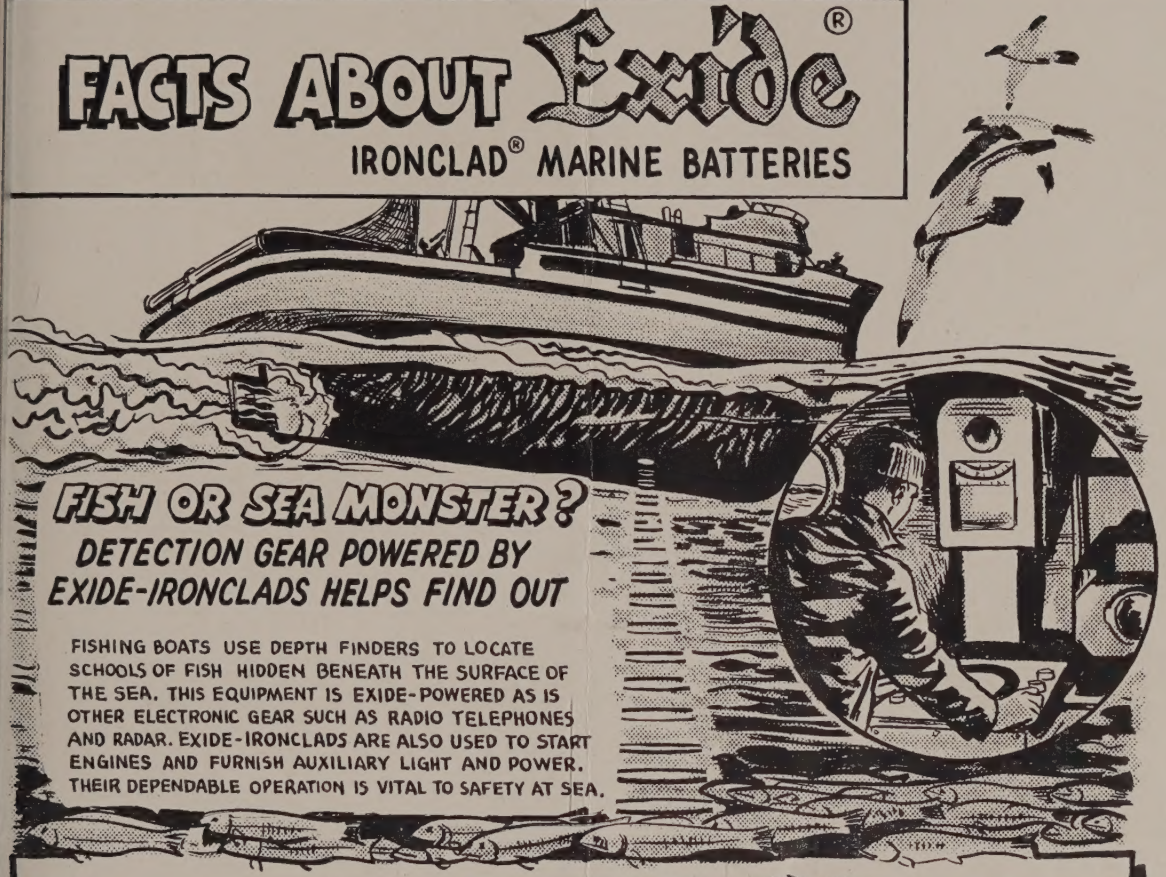

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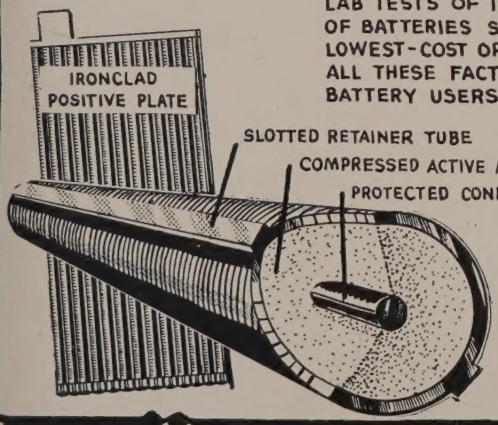

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